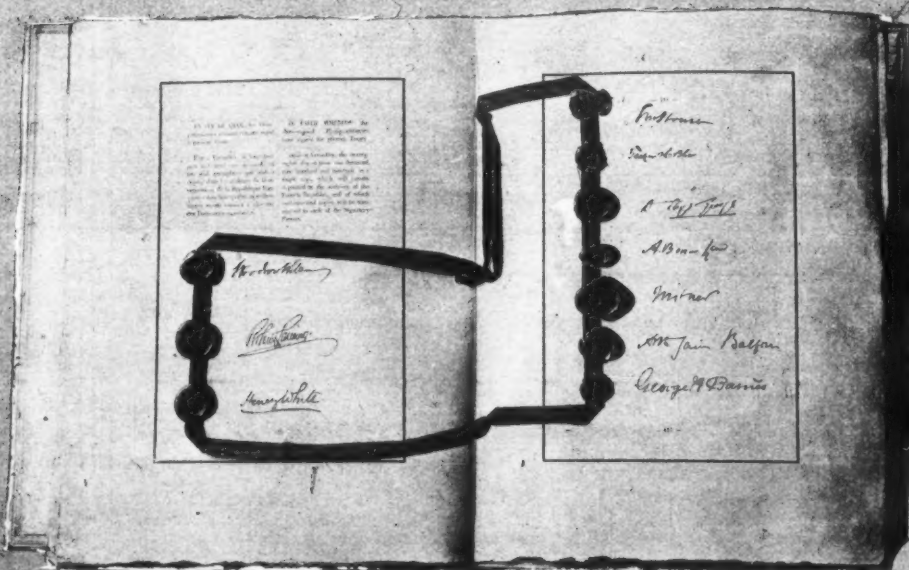


HENRY CABOT LODGE, Republican Senator from Massachusetts, leader of Senators who favored ratification of Treaty with reservations.

(© Underwood & Underwood.)



REPRODUCTION OF THE TWO PAGES OF TREATY OF VERSAILLES THAT BEAR THE SIGNATURES OF PRESIDENT WILSON AND THE OTHER AMERICAN DELEGATES TO THE PEACE CONFERENCE.

MID-WEEK PICTORIAL

AN ILLUSTRATED WEEKLY

PUBLISHED BY The New York Times COMPANY

VOL. X., NO. 14. DECEMBER 4, 1919.

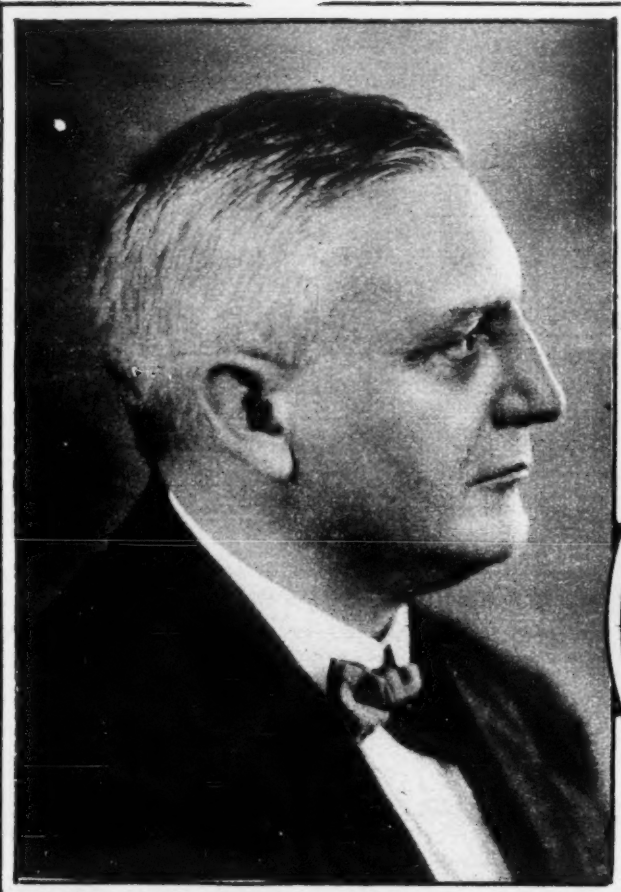
PRICE TEN CENTS



GILBERT M. HITCHCOCK, Democratic Senator from Nebraska who led the Administration forces in the Senate that voted for the ratification of the Versailles Peace Treaty without reservations.

(© Underwood & Underwood.)

Personalities in This and Other Lands Attracting Public Attention



Y. OUDEGEEST,
Belgian labor leader and one of the delegates
to International Labor Conference.



BISHOP W. H. NOLENS,
one of the delegates from Belgium
to Labor Conference at Washington.



LEON JOUHAUX,
labor leader from France, who has taken a lead-
ing part in conference discussions.
(Above Photos © Harris & Ewing.)



Lady Astor addressing a meeting of her con-
stituents in her campaign for election
as member of Parliament from
Plymouth. The election took
place Nov. 15, but the re-
sults will not be an-
nounced till Nov. 28.
(© Keystone View Co.)



**SENATOR
PETERSEN**
of Hamburg,
Germany, who
has just been
chosen as head
of the German
Democratic Party.



**E. C.
DRURY,**
Leader of
the farmer
element in
Ontario, Can-
ada. Photo-
graph taken just
after he had been
sworn in at Govern-
ment House as Premier.

What This Week's Pictures Tell

TREATY RATIFICATION FAILS

THE long-debated Peace Treaty finally came to a vote in the Senate on Nov. 19, and on three separate tests failed of ratification. The first vote was on the question of ratification with the Lodge reservations. Thirty-nine Senators voted for ratification on these terms and 55 voted against. The second vote was on the same question, revived by a motion to reconsider, and this time 41 Senators voted for and 50 against. The third and final vote was on the question of ratification without reservations of any kind—38 Senators voted yea and 52 nay. The Senate then adjourned sine die at 11:10 o'clock.

Immediately after the last vote, which spelled the doom of the treaty as far as this session of Congress is concerned, Senator Lodge, the majority leader, offered a concurrent resolution declaring peace to exist between Germany and the United States, this being done so as to pave the way for an independent treaty with Germany.

As the House had adjourned sine die the Lodge resolution had to go over until the next session of this Congress, which meets Dec. 1.

After the Democrats for the second time had voted down the Lodge resolution of ratification, Senator Underwood, Democrat, of Alabama, offered the substitute resolution of ratification without reservations. Although Senator Lodge and those working with him had blocked all previous efforts of the Democrats to obtain a vote on any resolution of their own through parliamentary points of order, Mr. Lodge allowed the Underwood resolution to come to a vote.

Seven Democratic Senators voted against it and one Republican Senator, Mr. McCumber of North Dakota, voted for it. The vote on the resolution ended the efforts of the minority to save the treaty.

After the Senate had voted, Senator Fletcher, Democrat, of Florida, suggested that the Senate communicate word of its action to President Wilson. Upon this Senator Penrose, Republican, of Pennsylvania, exclaimed:

"Oh, he'll know about it soon enough."

Senator Lodge remarked that the President would undoubtedly take official cognizance of the action of the Senate. He referred to the procedure under other treaties where Presidents had done this.

The Democratic forces made repeated efforts to obtain a vote upon substitute resolutions of ratification with mild reservations. At every point in this struggle the Democrats were outvoted by the Republican majority. Throughout the last stages of the fight Senator Lodge held his forces solidly together, with the single exception of Senator McCumber, who voted for the Underwood substitute.

The middle-ground Senators who had been counted upon by Mr. Hitchcock to come to his relief at the last moment and bring about a parliamentary twist by which the Democrats could substitute their reservations, declined all overtures for compromise. Senators Lenroot, McCumber, Kellogg, Edge, and others of the so-called mild reservationists told the Administration Senators during the last hour of the fight on the Senate floor that the Administration leaders had lost their opportunity for compromise, and that they intended to stand by the majority program.

LABOR CONFERENCE REPORT

A REPORT was completed Nov. 22 for submission to the International Labor Conference recognizing the principle of an eight-hour day and forty-eight-hour week. In almost daily sessions since the conference convened,

the committee, including delegates representing Governments, employers and labor, arrived at an agreement by a series of compromises. The report will recommend indorsement of an international agreement applicable in all countries except Japan, India, and other Oriental nations.

For continuous industries it was conceded that a fifty-six-hour week should be authorized, and to make up for short days, such as may occur on Saturdays and holidays, that the time might be distributed through the balance of the week, even to the extent of permitting nine-hour days until the time was accounted for. A minimum of "time and a quarter" was fixed for overtime.

It was decided to recommend a special commission to work out a plan for India and other countries to be submitted to another conference.

Certain of the labor delegates wished to have the terms of the proposed convention apply to seamen, but it was pointed out that the conference already had before it the proposal that questions relating to maritime labor be considered at the next conference.

The fixing of a work day and a work week has been the most controversial subject encountered by any committee of the conference, and is expected to precipitate a long debate when it is considered at the plenary session. At one time a committee agreement appeared impossible, and at least a part of the labor delegates threatened to withdraw.

WALES LEAVES AMERICA

THE Prince of Wales's visit to this country came to an end on Nov. 22, when the battle cruiser Renown weighed anchor and steamed slowly down the Hudson and out into New York Bay, bound for Halifax.

There the Prince will tarry only a short while before setting sail for England, which he left some four months ago for an American tour, which included a trip across Canada and back, a few days in Washington as guest of the nation, a rest incognito at White Sulphur Springs, and a scant five days in this city.

Just before he sailed the Prince sent the following signed farewell message to the reporters:

I wish to leave a message for the City of New York before I sail today, and I hope that you gentlemen of the New York press will publish it for me.

The people of New York have welcomed me with such kindness that I cannot leave without saying two words of farewell. I refuse entirely to say goodbye, whether you like it or not. I am going to pay the United States another visit as soon as I can, because I like it so much and I wish to see more of the country and its people, including the great West.

There is one thing which I should particularly like you to say for me in the press. I have had hundreds of charming letters since I came to the United States, and not a single disagreeable one. I wish that all these charming letters could have been answered. They have been too many to make this possible, but I hope their writers will let me thank them in this way for the many kind things which they have said.

New York has been so kind to me that I can never forget this first visit. As I have said before, I am proud to be a New Yorker in my own right, and determined to see more of the great city as soon as I can. One can never have enough of such hospitality as yours, and I hope the people of the city will realize how grateful and appreciative I am.

EDWARD P.

New York, Nov. 22, 1919.

Edward Albert's going was all too soon. Too soon for him, as shown by the palpable sincerity of his last farewells, by the strained attitude of the slim figure that stood on the navigating bridge of the great warship, gazing New York-ward as long as there was a bit of skyline to be seen, waving vigorously so long as there was so much as a tugboat crew to catch his last gesture of farewell.

Not until the Renown was out of hearing as well as out of sight did the city relinquish its efforts to express to the Prince with the blare of bands, the waving of flags, the booming of guns, the flourish of formal pageantry, and

the sincere word of more personal contact, the message of good-will which it desired to convey through him to the people of Great Britain.

IRISH DISORDERS

IN view of the grave outbreaks in Ireland that have resulted in many deaths by violence it was stated that the Government would introduce a bill in the House of Commons providing for the suspension of trial by jury in Ireland in special criminal cases, and leaving the determination of such cases to special commissions consisting of three Judges of the High Court, according to The Graphic. It was said that the bill would be passed through both houses of Parliament quickly.

Official notice was given in Dublin Nov. 24 that no more prisoners will be liberated, conditionally or unconditionally, for hunger striking, and that hunger strikers must be responsible for the consequences of their acts.

It was also announced that there would be no further amelioration of the prison treatment given to any one convicted under the Defense of the Realm act.

This notice is regarded very seriously in Irish political circles. It is expected that hunger strikes will become numerous, and that deaths of prisoners will follow. The effect on Irish feeling, now awaiting the production of the Home Rule bill, will be grave, it is said, and will revive the bitterness evoked by the death of Thomas Ashe in May, 1916, as the result of a hunger strike.

AVIATION PROGRAMS

AIRPLANE tours from the United States to Cuba, to Latin-American countries and eventually across the Atlantic are features of a program recently announced by the Aerial Touring Association.

According to the announcement, it is planned to conduct weekly tours throughout the year, and to extend them to the South as the cold weather approaches. One object of the association is to create a market for surplus army and navy airplanes and aeronautic material. At the start the tours will be made with "economical" type of planes, equipped with ninety-horse power motors, of which the Government has thousands for sale. When it becomes feasible the association proposes to use larger and more powerful planes equipped with higher-power engines.

Seaplane tours are to be begun as soon as possible and at the outset the tours will be divided into four classes. There will be one-day tours and there will be week-end tours that will last from Friday until Sunday or Monday. The third class will be the "Vacation Week" tours in which the aerial tourist will be able to spend his or her week flying from place to place. The fourth class will be the 3,000-mile tour, which will last ten days.

It is intended to make a day's journey 250 miles, which will mean less than four hours in the air, so the traveler will have time enough on the land to play golf, see sights or go swimming, motoring or indulge in other diversions. Mechanics, spare parts and fuel will be supplied at designated stopping places.

The starting point of the various tours will be the newly established air port at Atlantic City. The tours embrace the territory between New York and Cleveland and as far north as Albany. The 2,500-mile trip will take in Cleveland, Chicago, St. Louis, Indianapolis, and a dozen other cities. The 3,000-mile tour, which will last about fifteen days, will cover the same routes, but it will be extended further south, visiting many of the Southern States. Seaplane cruises and Canadian tours are being considered, as are Pan American trips.

REVIEW OF MINE-SWEEPING FLEET

JOSEPHUS DANIELS, Secretary of the Navy, on Nov. 24 reviewed in the Hudson River the fifty-nine ships of the United States Navy's mine-sweeping force that had just returned from abroad, where the perilous nature of their work earned them the sobriquet of the "suicide fleet."

These veterans of a post-war service

more hazardous than anything the navy undertook during the actual conflict doubtless knew that, in undoing their deathtrap of 57,000 mines, laid over an area 250 miles long—a trap which did so much to end the submarine menace and break the morale of the German Navy—they had done a man's job in traditional navy style.

They knew, too, that working away off there, with the prospect of sudden death from an exploded mine ever staring them in the eyes, and without any of the martial glories that go to inspire fighting men, that little had been heard of them over here.

In an irregular double line the fifty-nine dull-gray vessels were lined up in the Hudson from a point opposite Grant's Tomb almost to 160th Street when Secretary Daniels and his party boarded the destroyer Meredith at 10 o'clock to review them. Every one of them looked trim and clean and "dolled up," despite the strange gear that cluttered their decks and the long homeward-bound pennants that whipped about like animate tentacles.

With the Secretary were Rear Admiral Joseph Strauss, who commands the force; Rear Admirals H. R. Wilson and J. H. Glennon, Lieut. Gov. Harry Walker, with Captain D. Walker Wear, the Governor's acting military secretary, and Captain W. R. Fearn, a group of junior officers, and aids.

As the Meredith steamed out to the waiting fleet Admiral Strauss's flagship, the Black Hawk, fired the Secretary's salute of nineteen guns. Mr. Daniels lifted his hat in acknowledgment and the review was on.

Each ship in the long lane was dressed as the destroyer approached, the officers and men lining the sides, springing first to "attention" and then to "salute," while detachments of marines on some of them presented arms, and those within hearing trumpeted the four flourishes in honor of the civilian head of the service.

Less imposing, perhaps, than the review of some great fleet of first-line craft, the business-like look of the assorted ships, the record of service behind them, the relief that so many were back unharmed, stirred the imagination of the watchers, and enabled them to vision scenes in that faraway sea where these same ships had battled months against the treachery of high explosives superimposed upon all the hazards of ordinary service.

Along Riverside Drive, and even over on the New Jersey heights, many braved the brisk morning to watch the ceremony, and to add waveings that just could be distinguished and cheers that could not be heard. The review lasted more than an hour, during which the Secretary and his party stuck to the chill bridge, the civilians baring their heads in acknowledgment of the salute of each vessel. When the end of the line was reached the Meredith put back to Ninety-sixth Street.

D'ANNUNZIO AT ZARA

THE action of Admiral Millo, Naval Commander at Zara, in giving in his adhesion to d'Annunzio, startled the Italian Government.

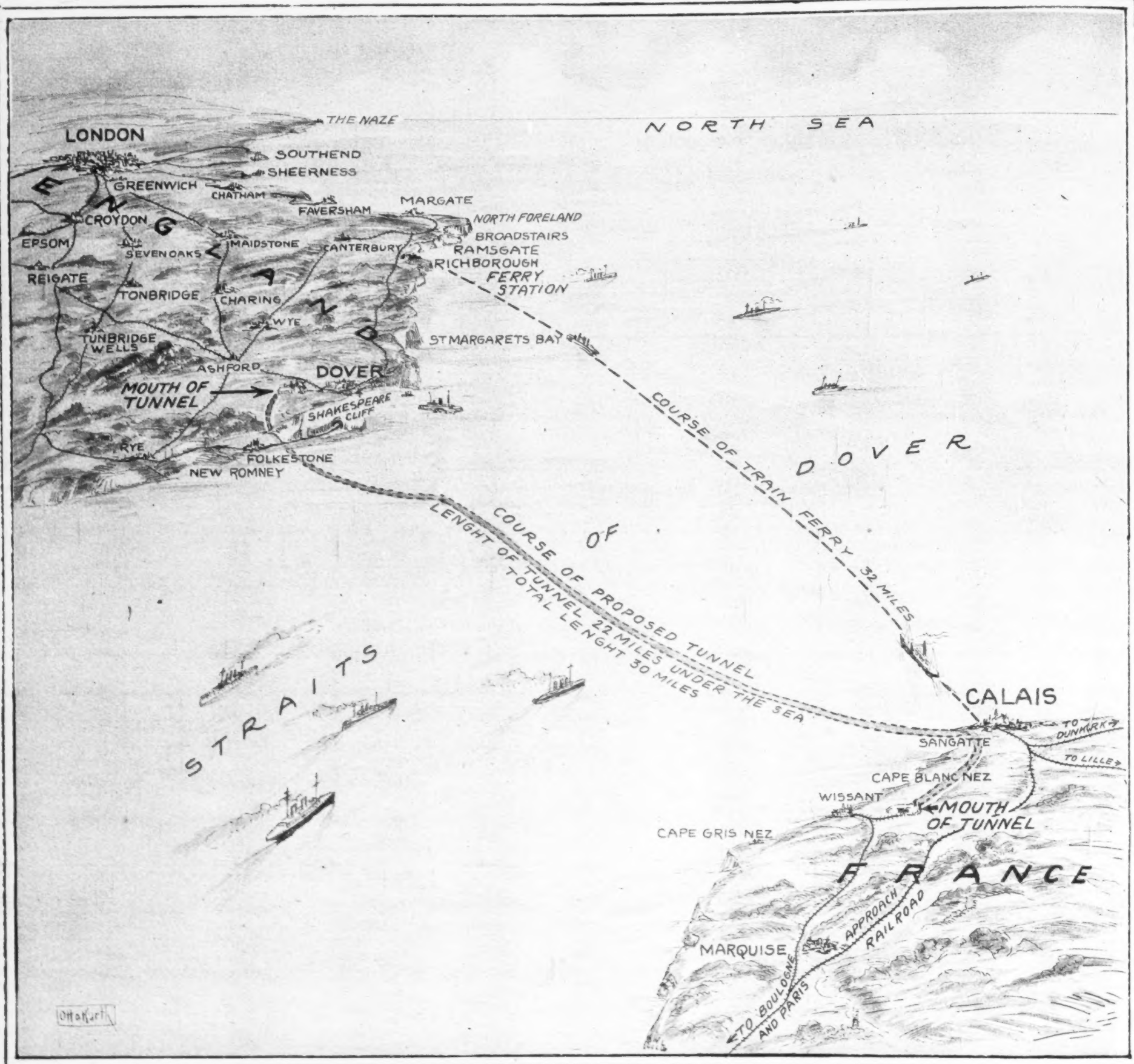
When d'Annunzio, accompanied by Admiral Millo and Mayor Ziliotti and other notables, appeared on the terrace overlooking the sea, where a body of 800 Zara volunteers had gathered, he received a notable ovation, the outburst lasting ten minutes. Then, in a loud voice, d'Annunzio gave his first greeting to Holy Zara, saying that every Dalmatian stone was worthy to form part of an altar to the mother country. He concluded by solemnly presenting Admiral Millo as the first Governor of Italian Dalmatia.

D'Annunzio returned on foot to his ship, struggling through the crowds. One young woman among the demonstrators burst into tears of joy as she approached the poet, who embraced her and explained:

"I thought to carry the flame of Fiume to the sister city of Zara, but I find I have carried flame to flame."

After a review of the troops d'Annunzio called all his officers to him and placed them under the orders of Admiral Millo, to be commanded by General Oneto, representing General Ceccherini. Admiral Millo announced that he had sent a telegram to Rome accepting the Governorship of Zara in the name of the King of Italy. From all sides the national hymn was sung and the church bells were rung.

Project for Tunnel Between France and England



MAP OF ENGLISH CHANNEL WITH SPECIAL REFERENCE TO THE STRAIT OF DOVER, SHOWING WHERE THE TUNNEL WILL BE CONSTRUCTED BETWEEN FRANCE AND ENGLAND, IF PRESENT PLANS ARE CARRIED OUT.

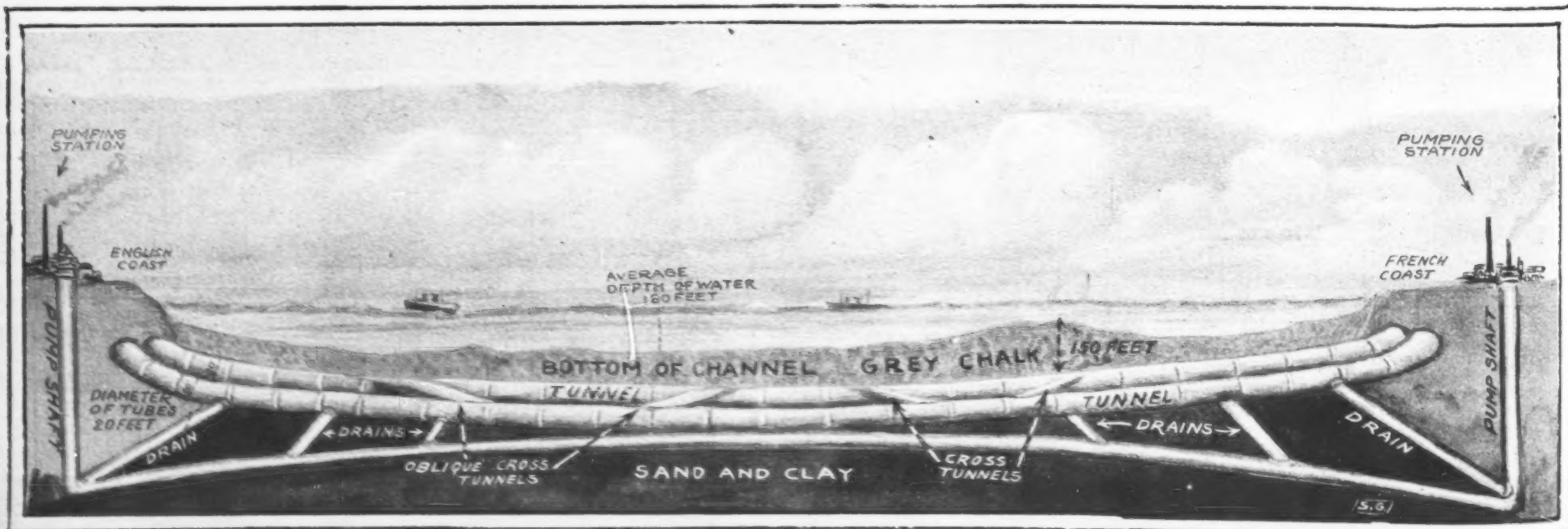
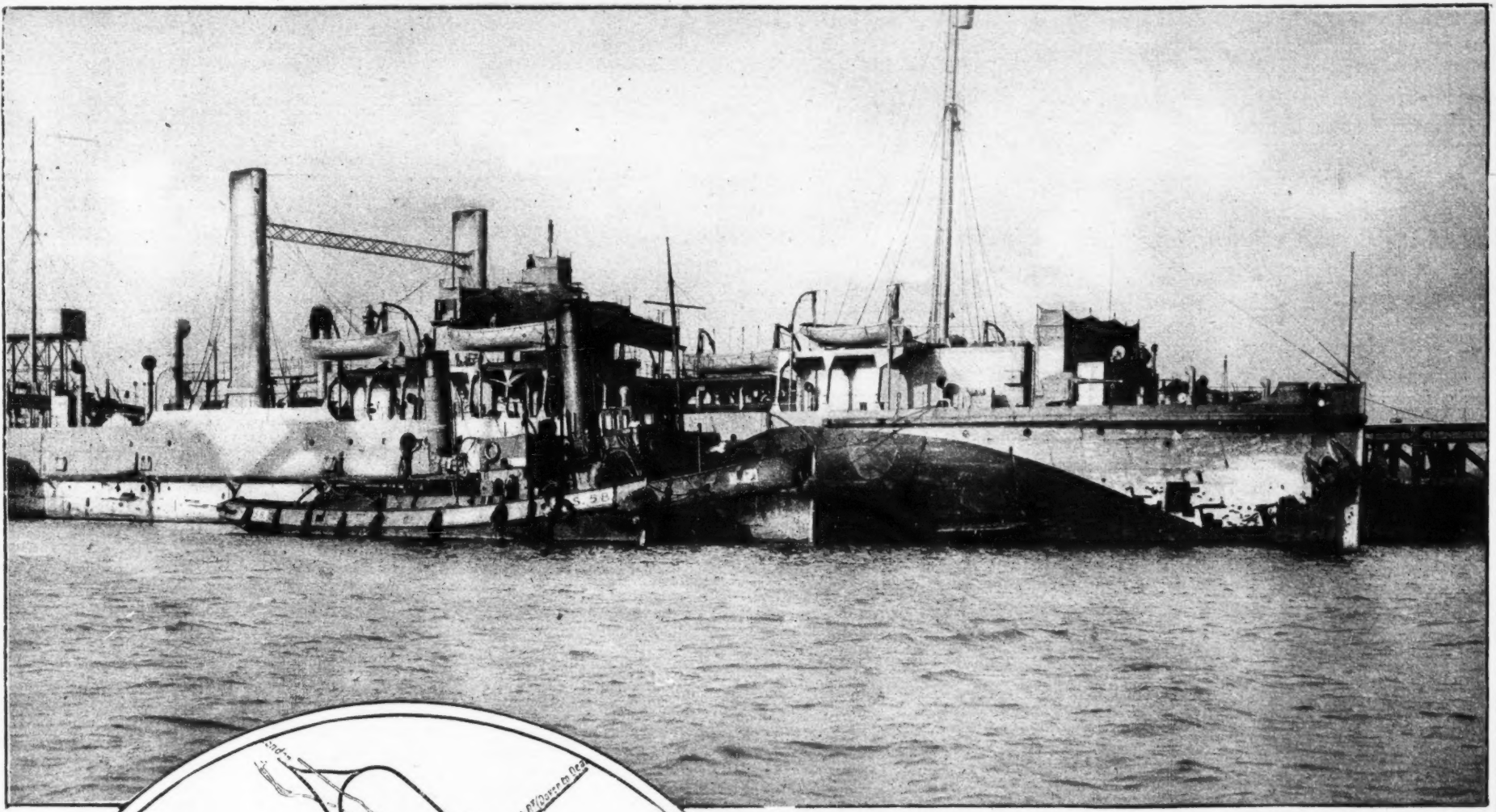


DIAGRAM SHOWING HOW PROPOSED CHANNEL TUNNEL, IF CONSTRUCTED, IS TO BE KEPT FREE FROM WATER.

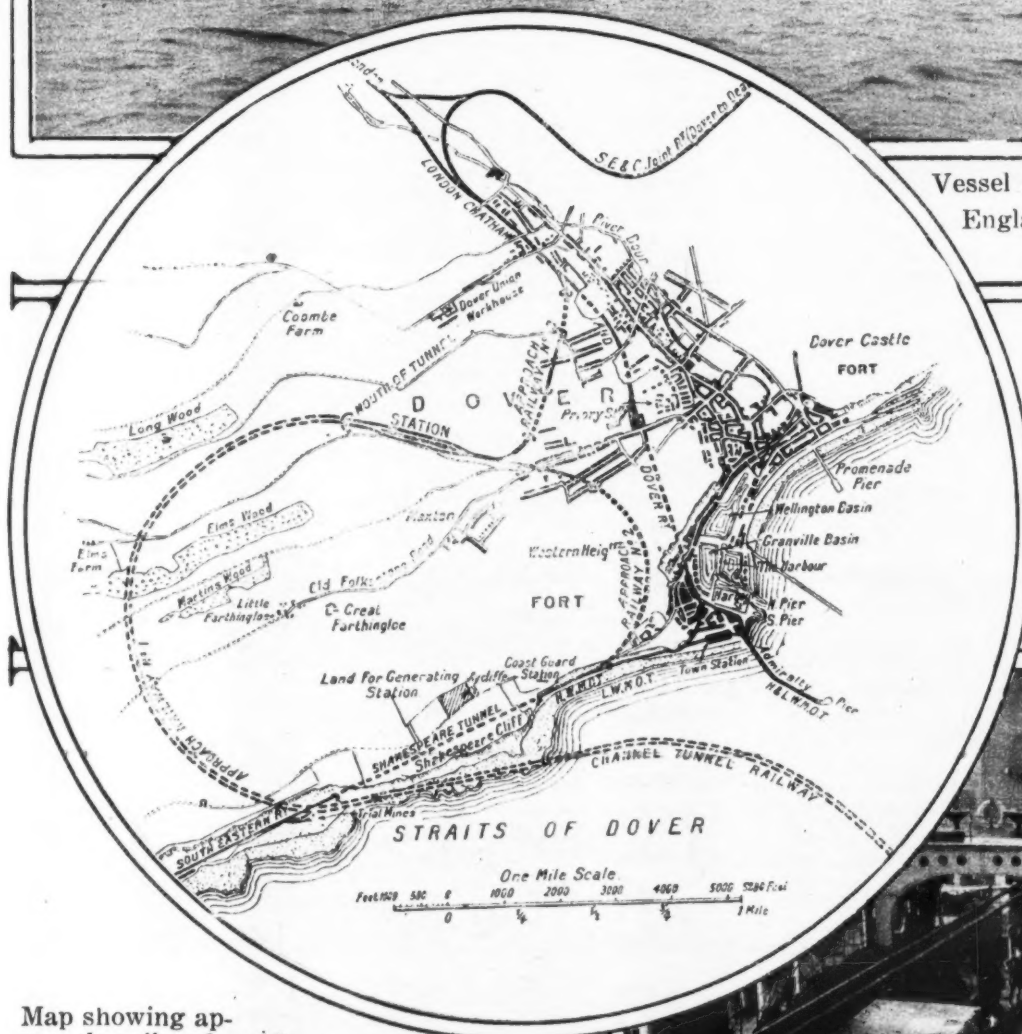
One of the great problems in tunnel construction under water is to keep the water from seeping through the roof and walls. In the proposed tunnel between France and England it is planned to obviate this by having a large drain pipe several feet below the floor of the tunnel proper, connected with a number of lateral drains. At the French and English ends of the tunnel are great pumping stations to empty the drains. As the roof of the tunnel

will be about 150 feet beneath the bed of the channel, and is imbedded in chalk that is practically impervious to water, the danger of seepage is inconsiderable. In event of any obstruction by water or otherwise to the main line, there will be branch tunnels so that trains can be switched from the main tracks. Negotiations are now proceeding between France and England looking toward a speedy execution of the work.

Train Ferry Operating Across English Channel

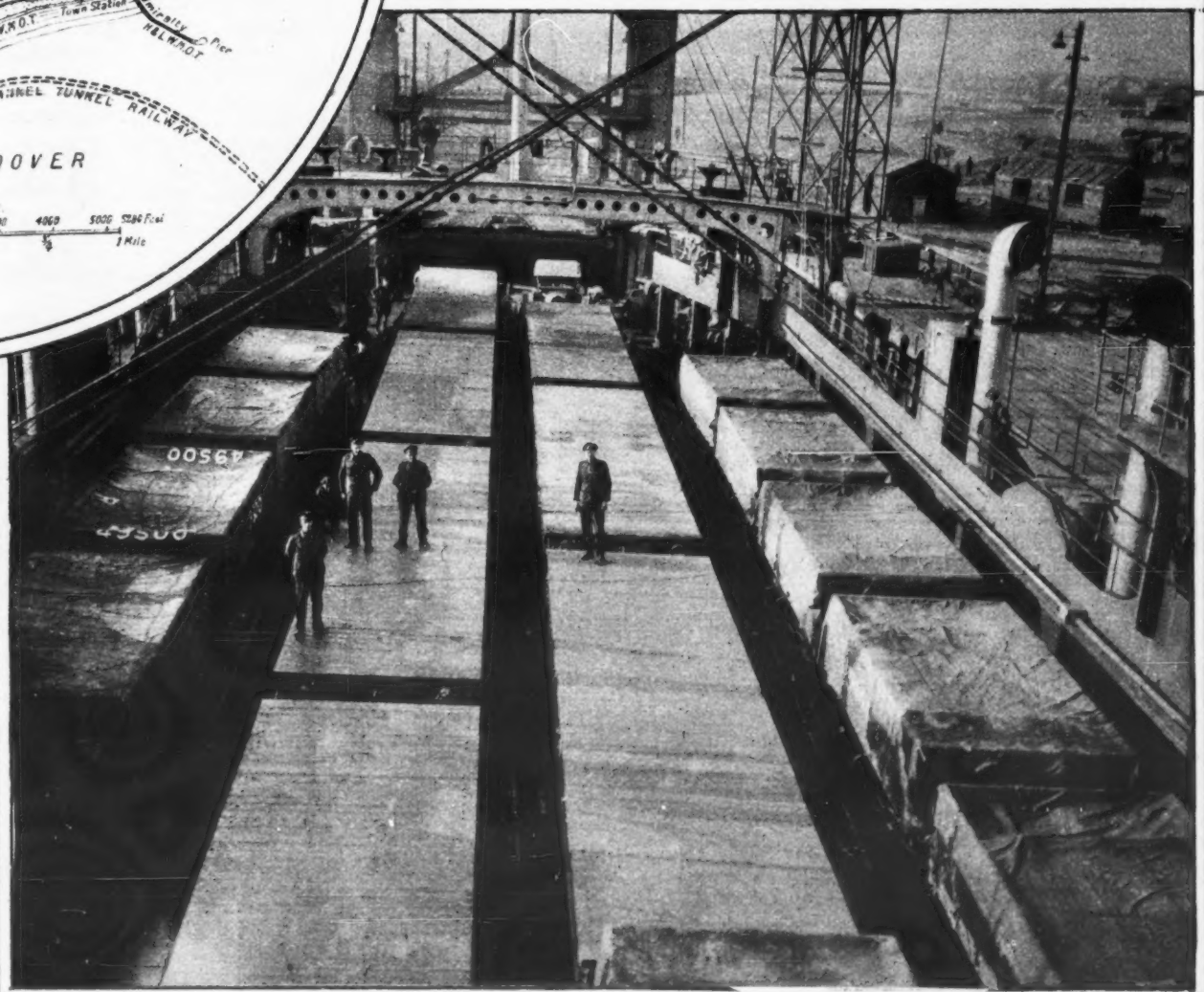


Vessel of the famous English train ferry service between Richborough, England, and Calais, France, by means of which loaded freight and passenger trains can be transferred without breaking bulk.



Map showing approach railroads and connecting links to existing railroads on the English end of the proposed Channel tunnel.

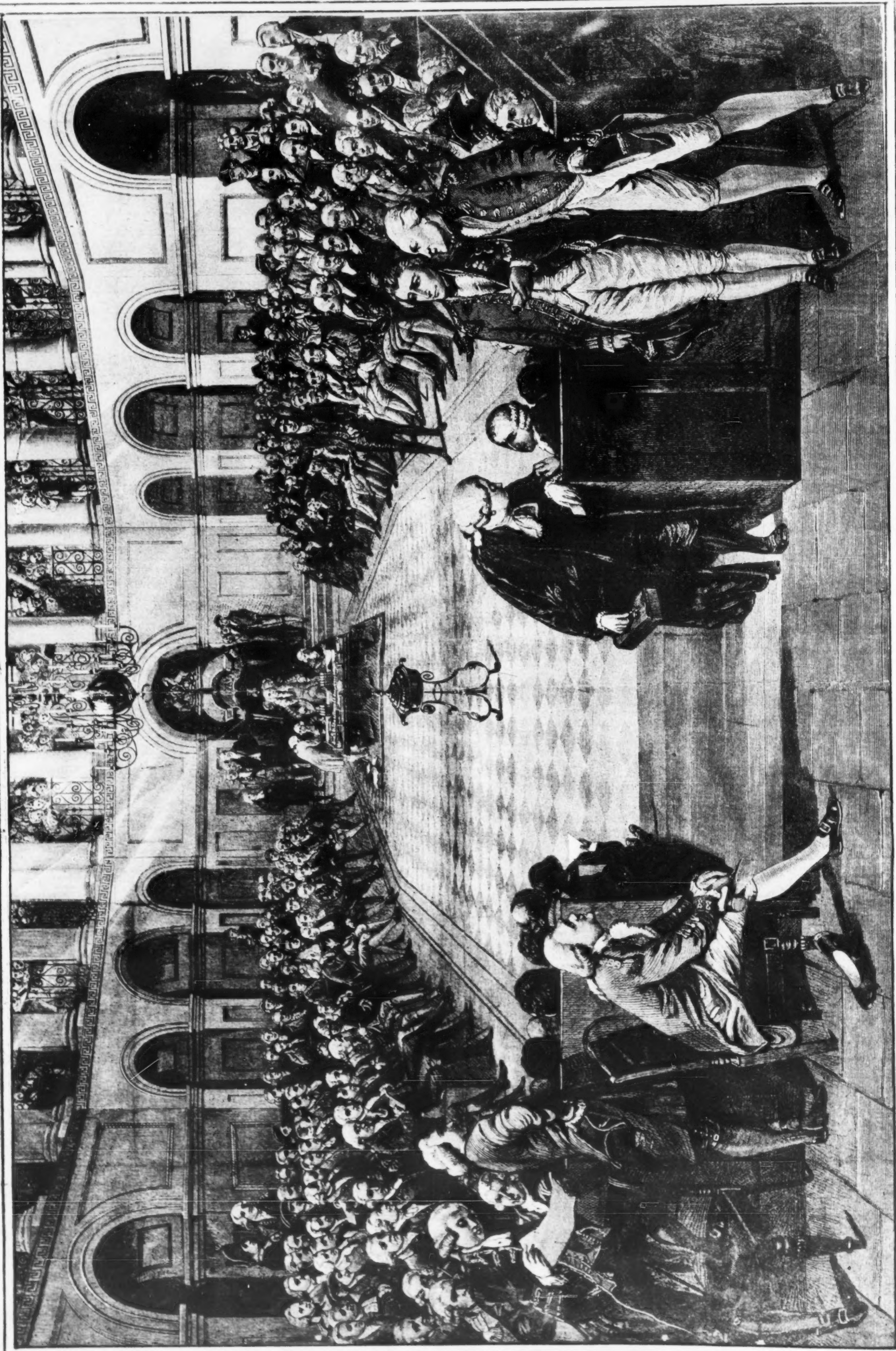
THE exigencies of war caused the development of a commercial enterprise in England which had often been discussed previously, whose advantages were manifest, and yet that had never been put into practical operation. This was the institution of a ferry service between Richborough, England, and Calais, France, designed to carry loaded trains from one end of the line and transfer it to the railroad tracks on the other side without breaking bulk. The advantages of this were enormous. What under former conditions would have taken three days of labor can now be done in twenty minutes. The ferry, whose operations were kept secret, was of tremendous service during the war in transferring guns and munitions on their way to the western front. In 270 trips over 185,800 tons of materials were ferried over to France and 59,000 tons brought back. The project was a great engineering feat.



VIEW IN THE WELL OF ONE OF THE RICHBOROUGH FERRY STEAMERS SHOWING SECTIONS OF FOUR TRAINS THAT ARE TO BE TRANSFERRED DIRECTLY TO FRENCH TRACKS.

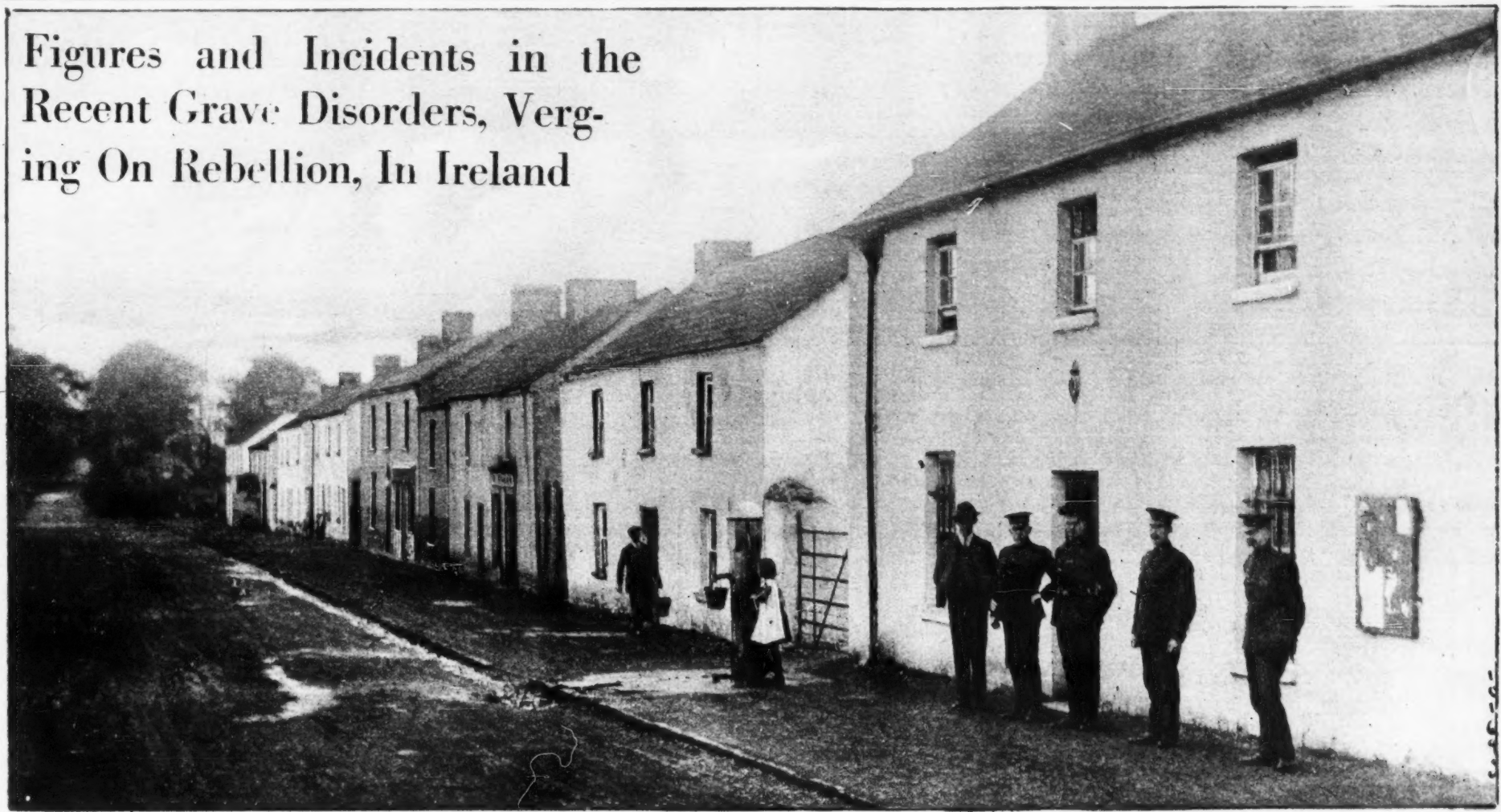
THE idea of a tunnel connecting England and France is not a new one. It has often been broached and discussed in an academic way, but has encountered the obstacles of British conservatism and a desire to maintain the splendid isolation, which England feared might be threatened by a tangible connection between herself and the Continent. The project, however, had been viewed more complacently since the establishment of more friendly relations, and it was recently reported that Bonar Law was in correspondence with the French Government with a view to constructing the tunnel in order to provide work for unemployed soldiers. There are no insuperable engineering obstacles to the tunnel construction, as the chalk through which the tunnel would run can be bored in simple fashion by a rotary steel cutter. The estimated cost of the tunnel is about \$100,000,000, and it would probably take five years to construct it. The depth of water above the roof of the tunnel would be from 150 to 200 feet. There would be two parallel tunnel passages about eighteen feet wide, besides the drainage tunnel shown on these pages.

Session of the Irish Parliament at College Green, Dublin, 129 Years Ago



THIS REPRODUCTION OF A SCENE IN THE IRISH PARLIAMENT IN 1790, TEN YEARS BEFORE THE PARLIAMENT WAS ABOLISHED BY THE ACT OF UNION, HAS ESPECIAL INTEREST IN VIEW OF THE PRESENT HOME RULE AGITATION. JOHN PHILPOT CURRAN IS SEEN ADDRESSING THE HOUSE OVER WHICH SPEAKER FOSTER PRESIDES. ON RIGHT OF PICTURE (HOLDING SCROLL) IS THE GIFTED IRISH ORATOR, HENRY GRATTAN, LISTENING TO HENRY FLOOD.

Figures and Incidents in the Recent Grave Disorders, Verging On Rebellion, In Ireland



Ballivor Barracks, some distance outside the Town of Trim, Ireland, where a sudden attack was made upon the police there stationed by Sinn Feiners, a Constable shot dead, and large quantities of ammunition taken.

(c) International.)



MR. DEVLIN, PROMINENT IRISH MEMBER OF PARLIAMENT, ARGUING WITH POLICE WHILE ATTEMPTING TO PASS THROUGH LINES TO ATTEND A FORBIDDEN MEETING.

(c) International.)



BRIG. GEN. CARTER-CAMPBELL, recently made Commander of the Northern District of Ireland.



SOLDIERS IN IRELAND MAKING TEA OUTSIDE THEIR BILLET BUT READY TO MOVE AT A MOMENT'S NOTICE TO PREVENT THE CALEDON HIBERNIAN MEETING WHICH HAD BEEN PROHIBITED.

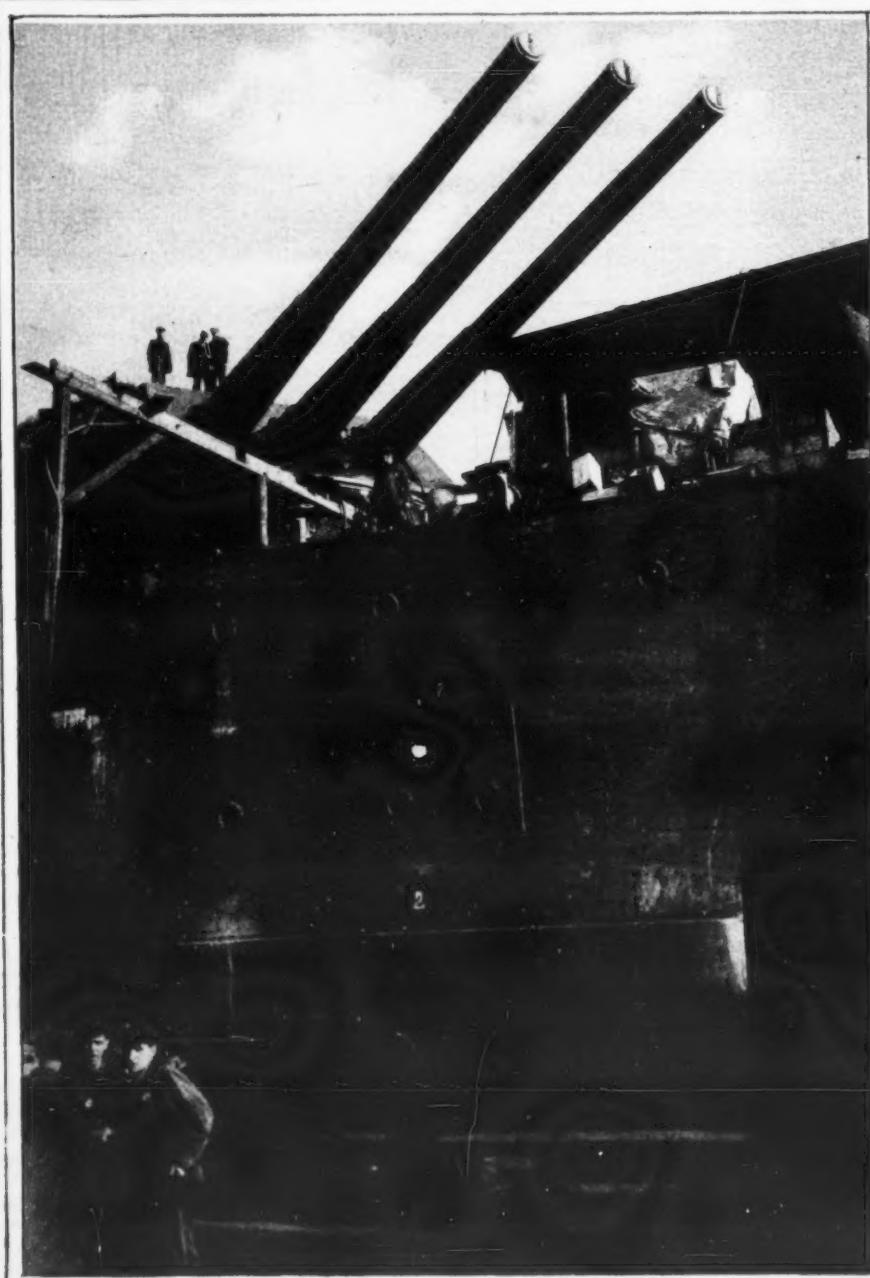
(c) Underwood & Underwood.)

THE Home Rule problem, which has been the subject of debate in so many English Parliaments, and which still remains unsettled, has passed from the stage of protest and recrimination to acts of violence and rebellion. The establishment of the Sinn Fein Parliament was a direct challenge to the authority of the British Government, which the latter at the time did not take up, seeming content to abide its time and await events. The bitter feeling prevalent among the Sinn Fein element of the population soon manifested itself in attacks upon the police and soldiery, and many deaths resulted, either in open brawls or in covert assassinations. As a result of these outbreaks, which were especially severe in industrial centres like Limerick, Cork, and Tipperary, the Government instituted more rigorous measures. They suppressed the Sinn Fein Parliament, and arrested a number of the leaders of the movement for Irish independence. Widespread raids were carried out on Sept. 12 and 13 in all parts of Ireland. In Dublin the Sinn Fein headquarters were visited and all correspondence and documents taken away. The troops were stoned in Londonderry, and the police charged the crowd. All arms found were confiscated. Many of the leaders of the revolt are now in prison awaiting trial.

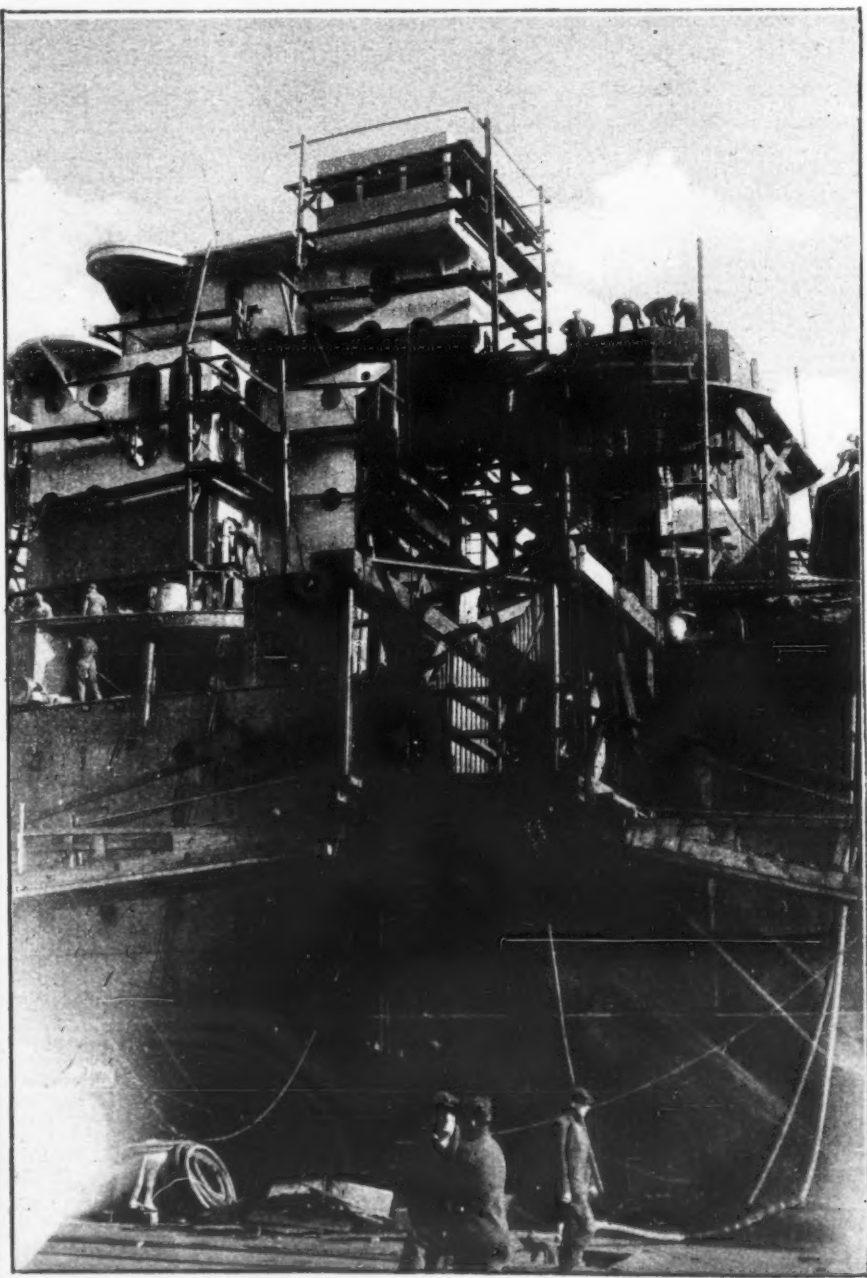
Launching and Completing Huge American Dreadnoughts



BATTLESHIP CALIFORNIA, ONLY SUPERDREADNOUGHT EVER CONSTRUCTED ON THE PACIFIC COAST, LAUNCHED AT MARE ISLAND, SAN FRANCISCO, NOV. 20, 1919. SHE IS 624 FEET LONG, 96 FEET WIDE, AND CAN MAKE 21 KNOTS AN HOUR.



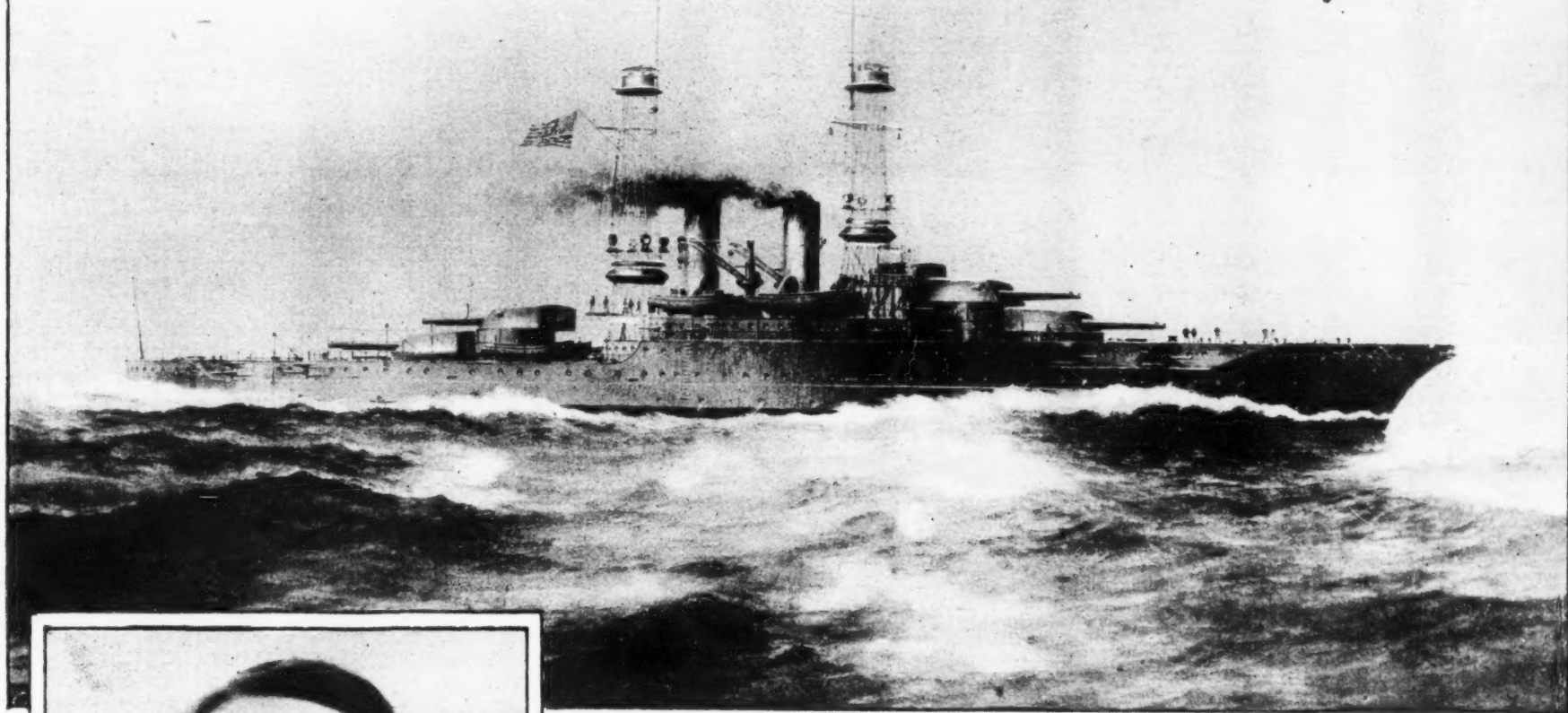
Superdreadnought Tennessee, than which there is no larger American fighting craft, now rapidly approaching completion. She is an oil burner with an electric drive. She was launched last May, and is scheduled to be commissioned Feb. 15, 1920.



View of the monster Tennessee, now nearly 85 per cent. completed. Her construction embodies most of the lessons learned during the war, especially as regards torpedo attacks. The main battery consists of twelve fourteen-inch guns with an effective range of thirteen miles.

(Photos © Underwood & Underwood.)

America's Latest Super dreadnought Leaves the Ways



E. H. GLEASON,
Naval Constructor in charge of the
building of the battleship California.
(© Underwood & Underwood.)

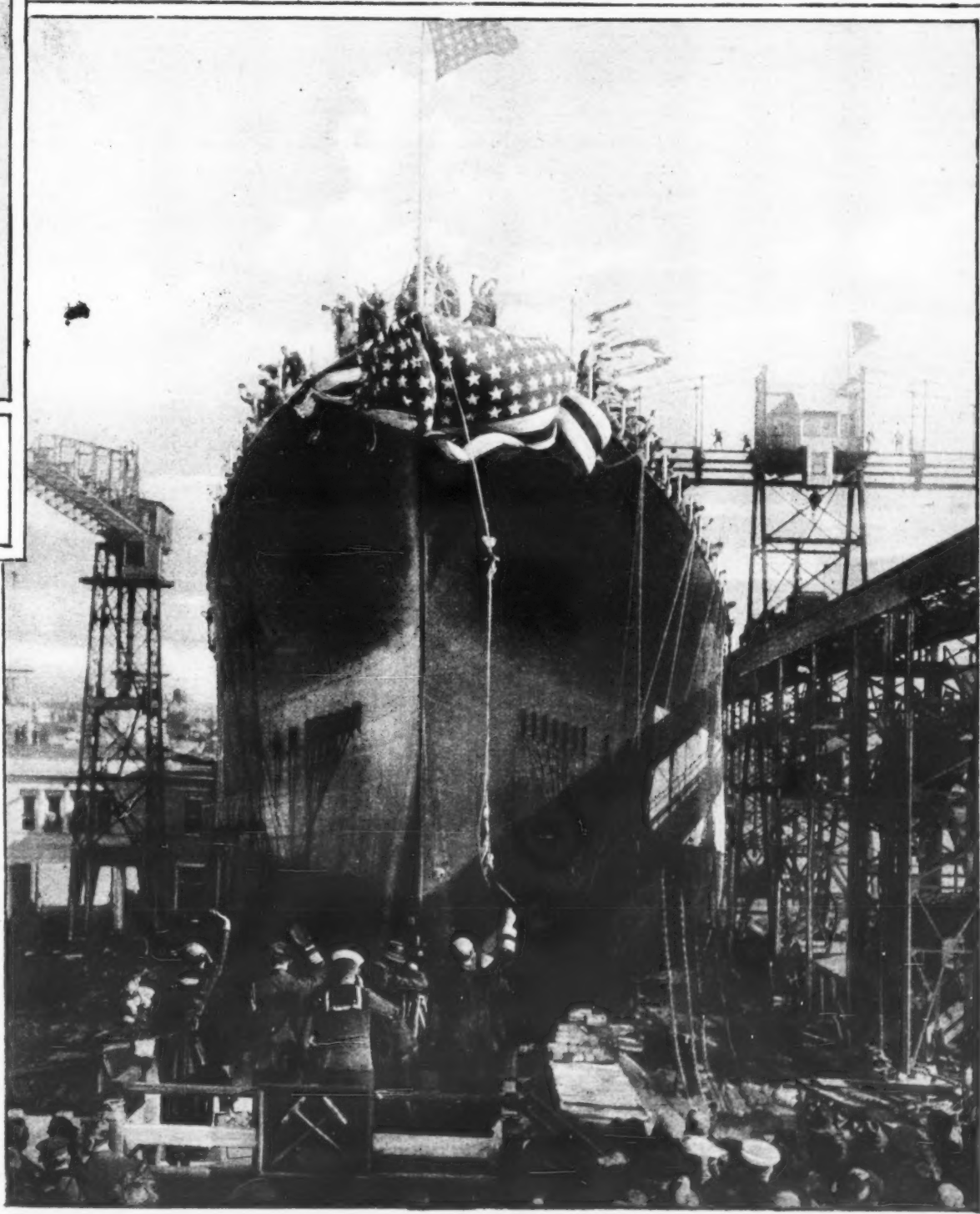
The California, as she will appear when completed and ready for service. This latest addition to the American fleet has no superior in our own navy, and probably in no other of the world. It is estimated that she is fully 30 per cent. better protected than any other American battleship. She is declared by experts to be the "last word" in naval construction.

(© Underwood & Underwood.)

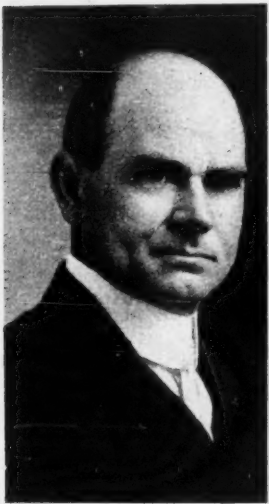
THE launching of the giant California on Nov. 20 marked the addition to the United States Navy of one of the mightiest fighting ships in the world. Her keel was laid Oct. 16, 1916, but for two years work on her was suspended because of the need of many smaller vessels to fight the menace of the submarine. After the armistice, work was renewed with redoubled vigor and with the added knowledge gained by experience in the war. The California represents the ultimate in fighting power. She is expected to cost about \$15,000,000. Her displacement is 32,000 tons. She has an estimated speed of 21 knots and a normal fuel capacity of 1,900 tons. In armament the California ranks high. Besides her twelve 14-inch guns, she will carry four submerged torpedo tubes, twenty-five 2-inch rapid-fire guns, four six-pounders, two one-pounders, four 3-inch, anti-aircraft guns, one 3-inch landing gun and two 30-calibre machine guns. The guns will be fired by electricity. Her turbines have 28,000 horse power.

The California gliding from the ways with the American colors over her bow at Mare Island Navy Yard, California, Nov. 20, 1919. She was sponsored by the daughter of Governor Stephens of California.

(© Underwood & Underwood.)



Senators Opposed to Treaty With Lodge Reservations



W. J. HARRIS, D.,
Georgia.



E. D. SMITH, D.,
South Carolina.



J. B. KENDRICK,
D., Wyoming.



A. A. JONES, D.,
New Mexico.



K. McKELLAR, D.,
Tennessee.



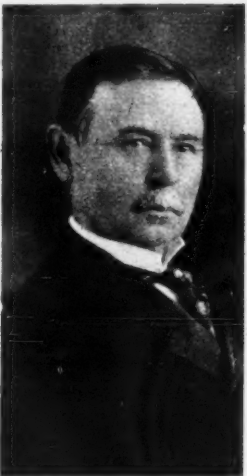
H. L. MYERS, D.,
Montana.



J. H. BANKHEAD,
D., Alabama.



C. B. HENDERSON,
D., Nevada.



F. M. SIMMONS, D.,
North Carolina.



J. E. RANSELL,
D., Louisiana.



R. L. OWEN, D.,
Oklahoma.



K. PITTMAN, D.,
Nevada.



A. POMEROME, D.,
Ohio.



J. F. NUGENT, D.,
Idaho.



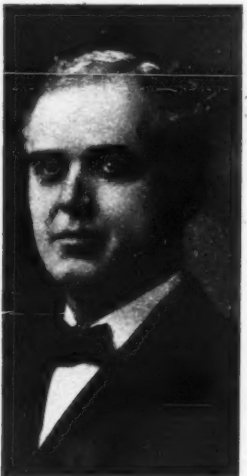
L. S. OVERMAN,
D., North Carolina.



D. U. FLETCHER,
D., Florida.



G. E. CHAMBER-
LAIN, D., Oregon.



C. A. CULBERTSON,
D., Texas.



N. B. DIAL, D.,
South Carolina.



J. C. W. BECKHAM,
D., Kentucky.



H. F. ASHURST, D.,
Arizona.



W. H. KING, D.,
Utah.



E. S. JOHNSON, D.,
South Dakota.



W. F. KIRBY, D.,
Arkansas.



J. O. WOLCOTT, D.,
Delaware.



C. A. SWANSON,
D., Virginia.



M. A. SMITH, D.,
Arizona.



J. T. ROBINSON,
D., Arkansas.

Senators Opposed to Treaty With Lodge Reservations



J. S. WILLIAMS, D., Mississippi. E. J. GAY, D., Louisiana. M. SHEPPARD, D., Texas. J. D. PHELAN, D., California. P. G. GERRY, D., Rhode Island. T. J. WALSH, D., Montana. G. STANLEY, D., Kentucky.



B. P. HARRISON, D., Mississippi.

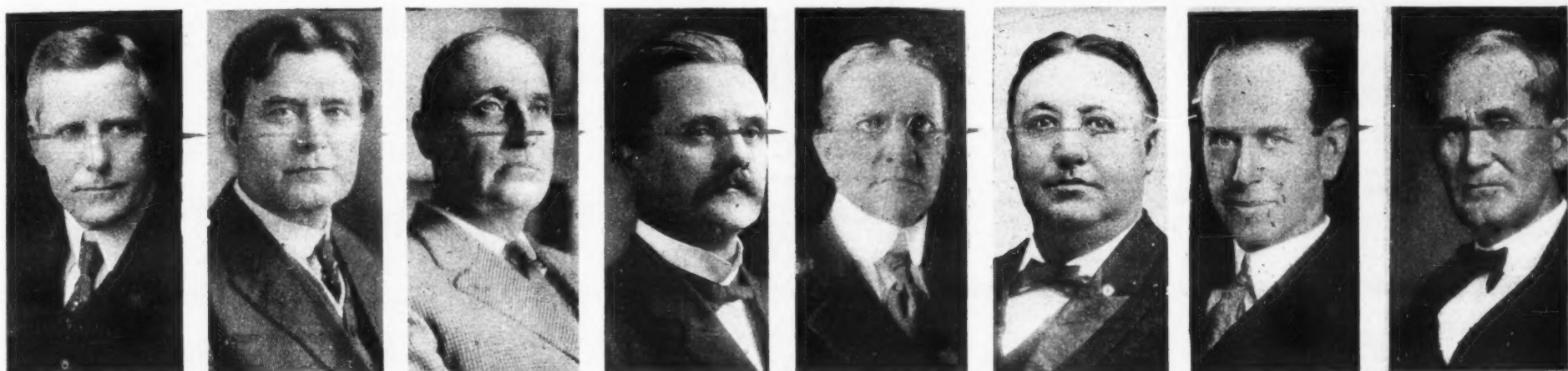
GILBERT M. HITCHCOCK, D., Nebraska, leader of Administration forces in the Senate.

WOOD, D., Alabama, who introduced resolutions favoring treaty without reservations.

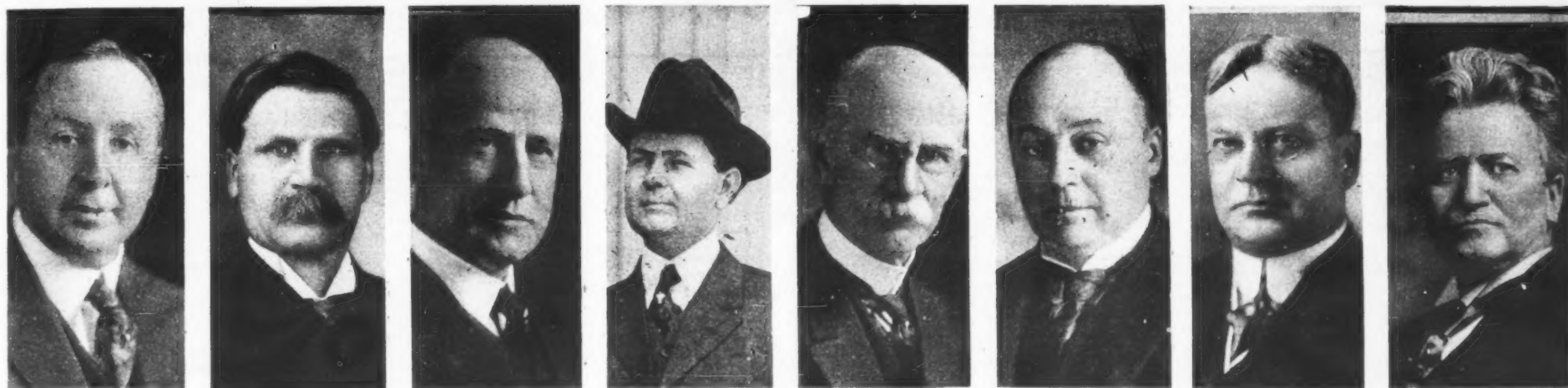
OSCAR W. UNDERWOOD, D., Alabama.

J. W. SMITH, D., Maryland.

Senators Who Voted Against Both Forms of Treaty



J. A. REED, D., Missouri. W. E. BORAH, R., Idaho. F. D. BRANDEGEE, R., Conn. G. W. NORRIS, R., Nebraska. G. MOSES, R., New Hampshire. B. B. FERNALD, R., Maine. R. MCCORMICK, R., Illinois. L. Y. SHERMAN, R., Illinois.



J. I. FRANCE, R., Maryland. A. J. GRONNA, R., North Dakota. M. POINDEXTER, R., Wash. D., Florida. P. TRAMMELL, D., Colorado. C. S. THOMAS, R., Pennsylvania. H. W. JOHNSON, R., California. R. LA FOLLETTE, R., Wis.

Senators of Both Parties Who Voted to Ratify



A. B. CUMMINS, R.,
Iowa.



W. P. DILLINGHAM, R.,
Vermont.



F. E. WARREN, R.,
Wyoming.



H. S. NEW, R.,
Indiana.



B. PENROSE, R.,
Pennsylvania.



F. HALE, R.,
Maine.



W. G. MATHER, R.,
Maine.



I. LENROOT, R.,
Wisconsin.



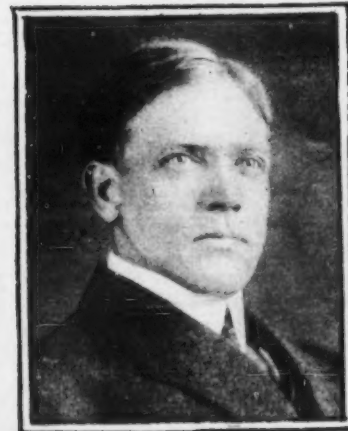
HOKE SMITH, D.,
Georgia.



C. CURTIS, R.,
Kansas.



REED SMOOT, R.,
Utah.



C. L. McNARY, R.,
Oregon.



H. SUTHERLAND, R.,
West Virginia.



T. H. NEWBERRY, R.,
Michigan.



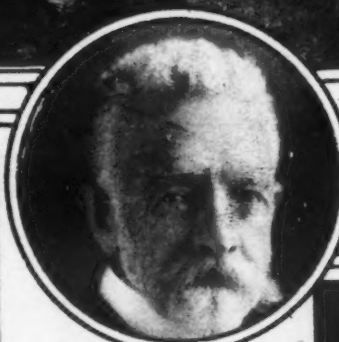
L. B. COLT, R.,
Rhode Island.



S. SPENCER, R.,
Missouri.



J. W. WADSWORTH, JR., R.,
New York.



H. C. LODGE, R.,
Massachusetts.



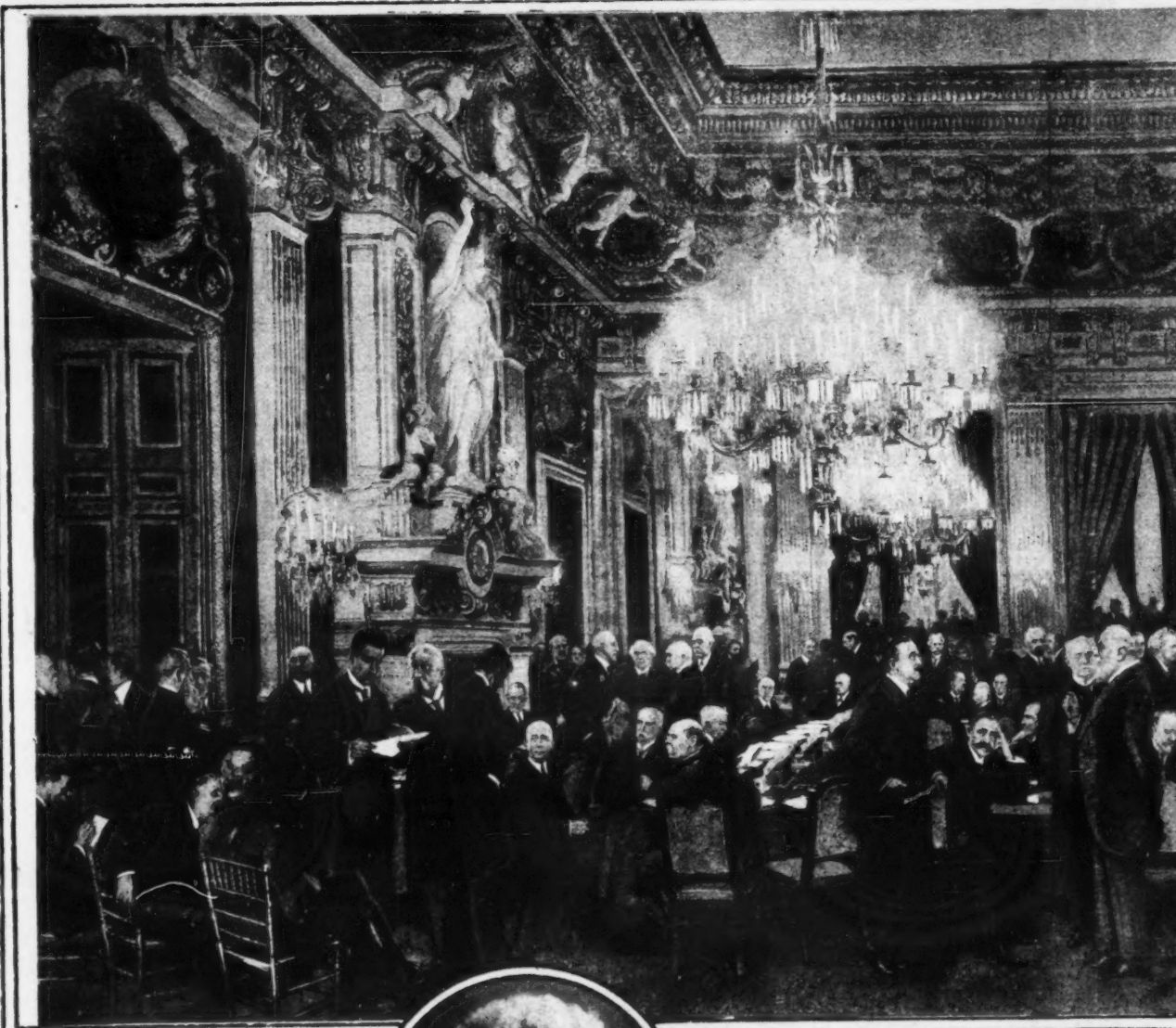
KNUTE NELSON, R.,
Minnesota.



F. B. KELLOGG, R.,
Minnesota.



J. K. SHIELDS, R.,
Tennessee.



Plenary session of the Peace Conference at the Ministry of Foreign Affairs in Versailles. The gathering of the senators is so accurately drawn as to be recognizable.

(From a drawing by Harris & Ewing)

to Ratify Treaty With Lodge Reservations



W. G. HARDING, R.,
Ohio.



W. S. KENYON, R.,
Iowa.



H. W. KEYES, R.,
New Hampshire.



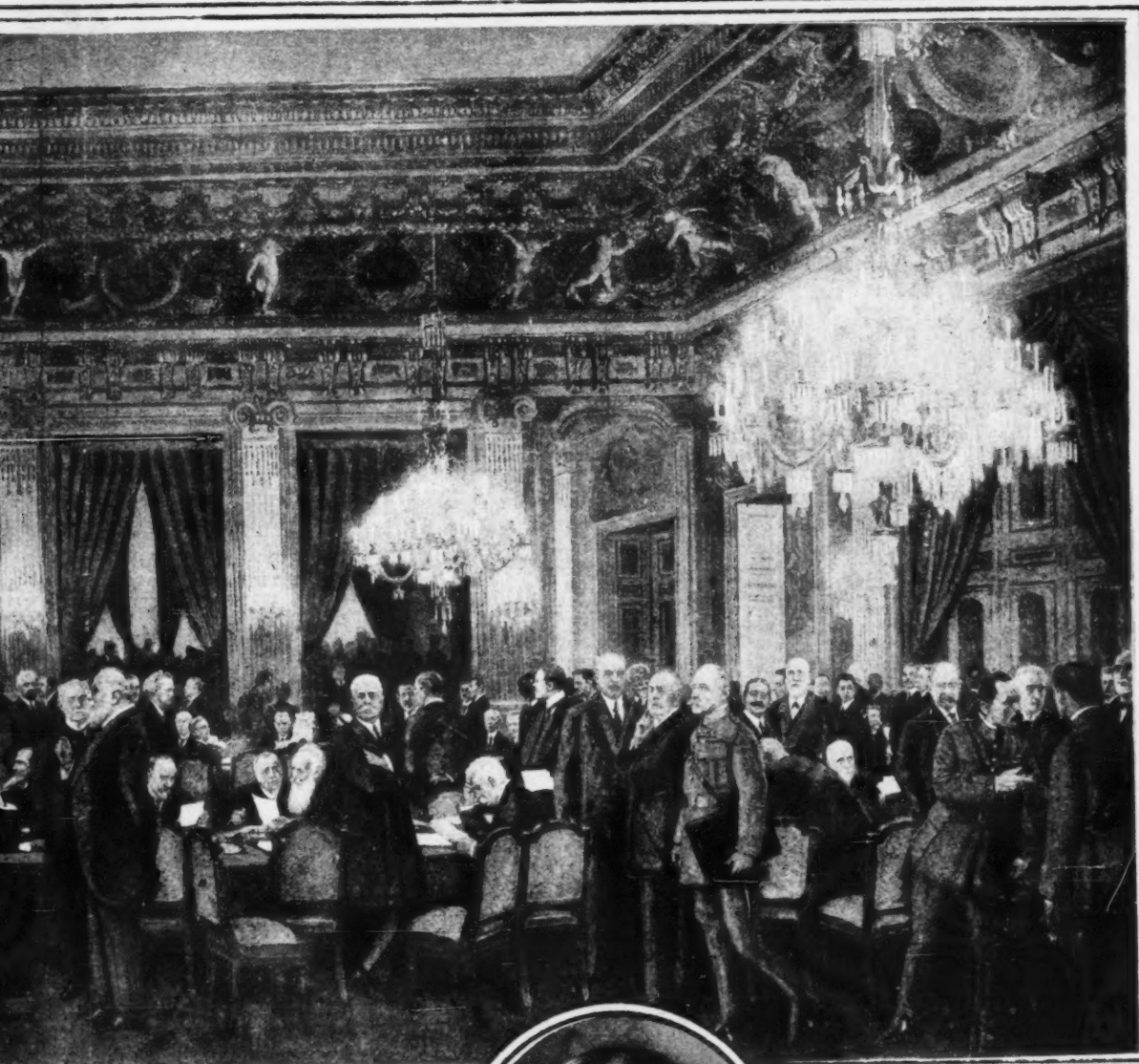
D. WALSH, D.,
Massachusetts.



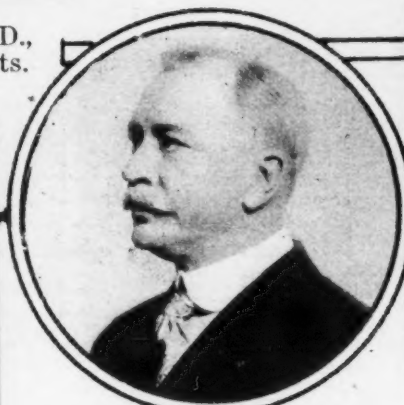
T. P. GORE, D.,
Oklahoma.



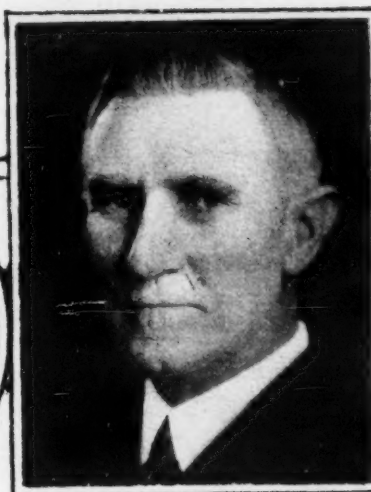
W. EDGE, R.,
New Jersey.



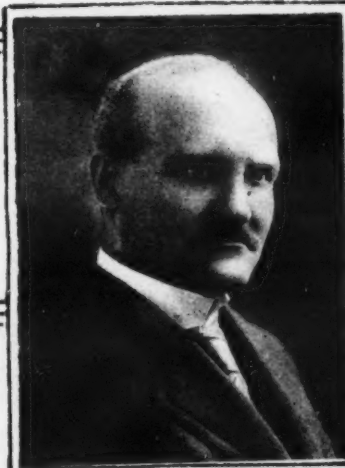
Peace Conference at Paris framing the
the gathering took place in the Hall
Ministry of Foreign Affairs. The
ely drawn as to be readily recog-
from a drawing by J. Simont in L'Illustration.)



L. PHIPPS, R.,
Colorado.



L. H. BALL, R.,
Delaware.



W. M. CALDER, R.,
New York.



W. L. JONES, R.,
Washington.



C. E. TOWNSEND, R.,
Michigan.



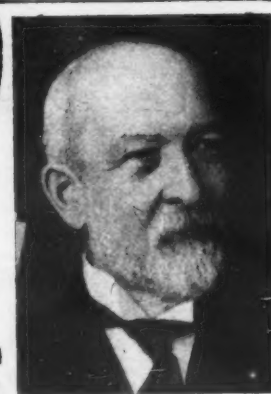
K. SHIELDS, D.,
Tennessee.



T. STERLING, R.,
South Dakota.



P. J. McCUMBER, R.,
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C. S. PAGE, R.,
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D. W. ELKINS, R.,
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A. CAPPER, R.,
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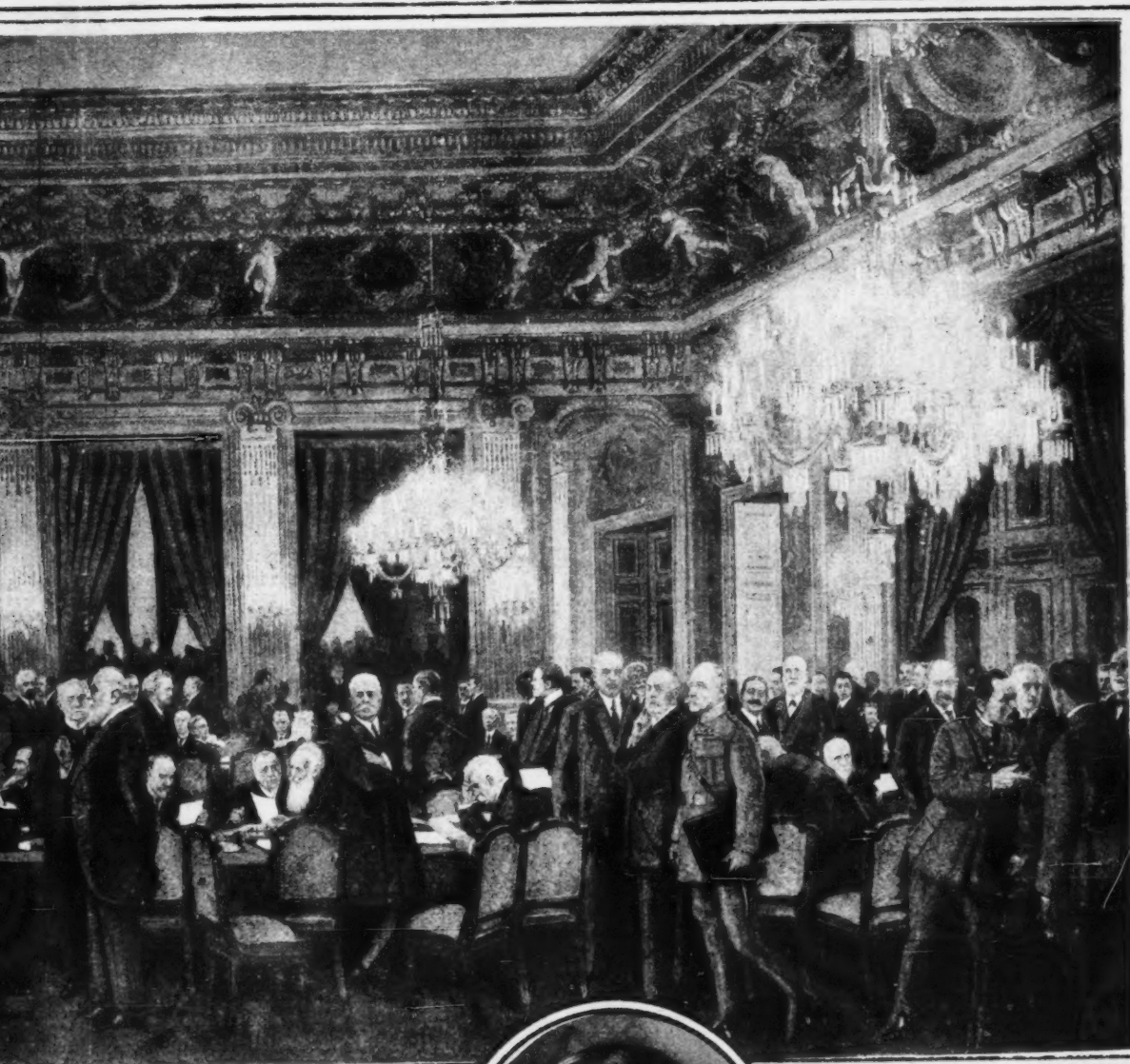
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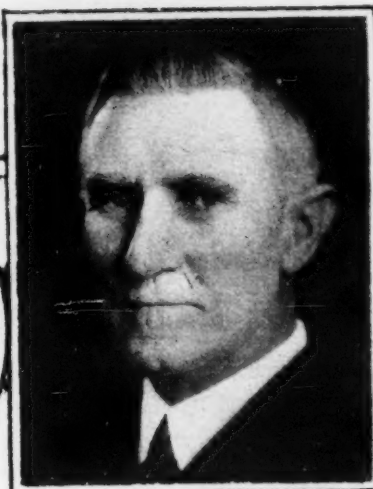
W. EDGE, R.,
New Jersey.



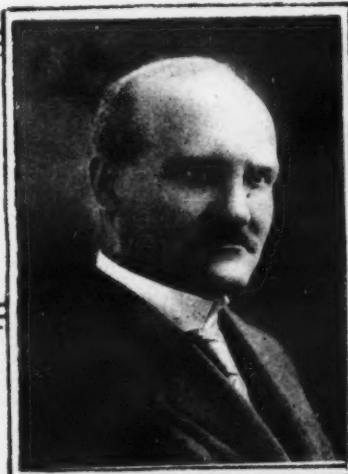
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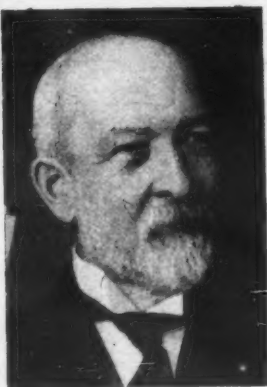
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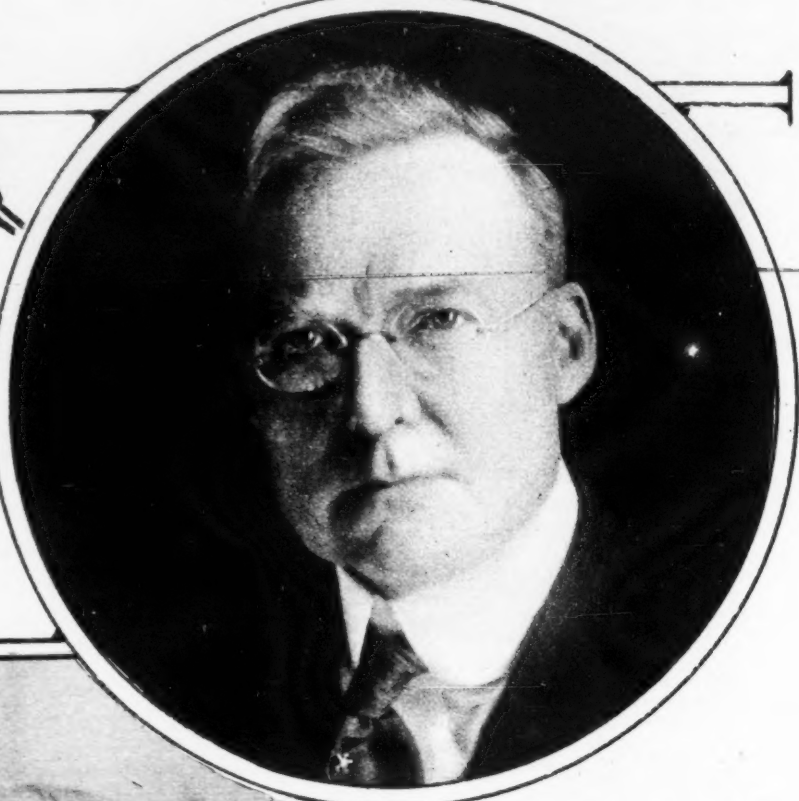
A. CAPPER, R.,
Kansas.

Some Judges Who Have Passed On Wartime Prohibition



JUDGE ARTHUR L. BROWN.
In the United States District Court at Providence, R. I., Judge Brown granted a preliminary injunction restraining Federal officials in that city from enforcing the Wartime Prohibition act, expressing his belief that the act would be finally pronounced unconstitutional.

(© International.)



JUDGE GEORGE H. CARPENTER,

who handed down a decision in the United States District Court in Chicago on Nov. 17 that the Wartime Prohibition act and Volstead Enforcement act were constitutional. He was the seventh Judge who had ruled against the liquor interests on this subject.



JUDGE J. C. KNOX. (Below.)
One of the eight Federal Judges who have upheld the Government on the question of wartime prohibition and its enforcement under the terms of the Volstead act. It is expected that the United States Supreme Court will settle the matter early in December.

(© Press Illustrating Service.)

JUDGE WALTER EVANS. (Below.)
At Louisville, Ky., Judge Evans in the Federal Court, handed down a decision adverse to the Government on the question of wartime prohibition. Immense quantities of liquor were immediately sold under authority of the decision.

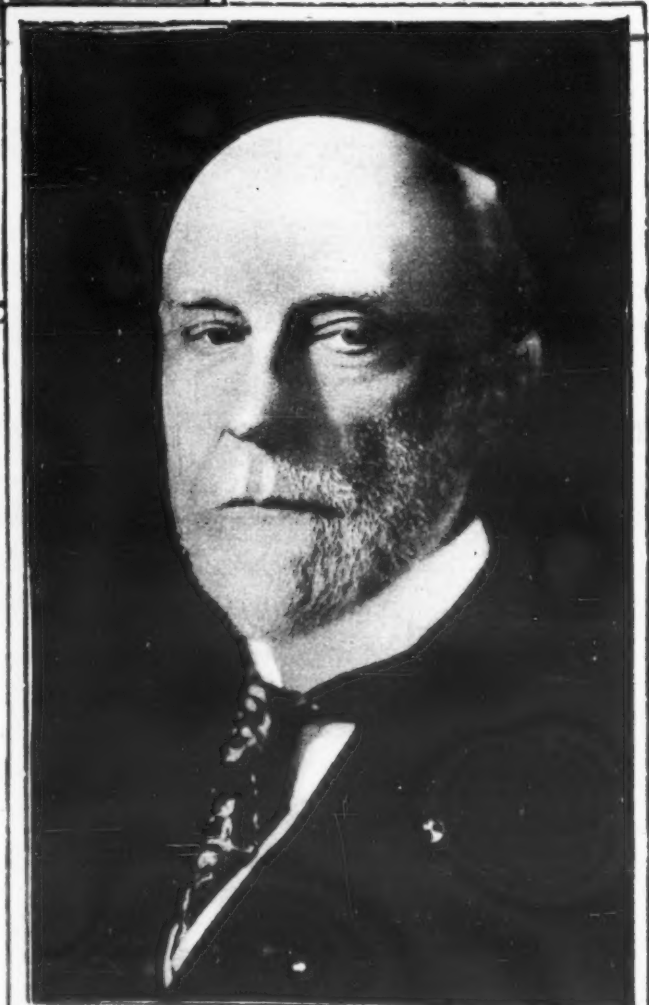
(© International.)



JUDGE LEARNED HAND.
Judge Hand in the Federal Court, New York City, denied a motion to enjoin the Government from enforcing wartime prohibition. Elihu Root argued for the "wets."

(© International.)

CONSIDERABLE encouragement was derived by the anti-prohibition forces in the United States from the decisions of Federal Court Judges Evans of Louisville and Brown at Providence that the Wartime Prohibition act and the Volstead Enforcement act were unconstitutional. The principal grounds of the decision were that the acts were confiscatory of private property, and that the war, in fact if not strictly in law, was over, and therefore the acts did not apply. Immediately following these decisions the sale of liquor was openly carried on in great volume in the Federal districts concerned. Other decisions, however, by Judges in the Federal Courts favored the Government view. To date, eight decisions have been rendered in favor of the Government contention and two against. Any expectation that the matter would be settled by a Presidential decree removing the ban has been removed by the President's own statement that he would not do so until peace was ratified. The matter will be before the Supreme Court early in December, and a prompt decision is expected.

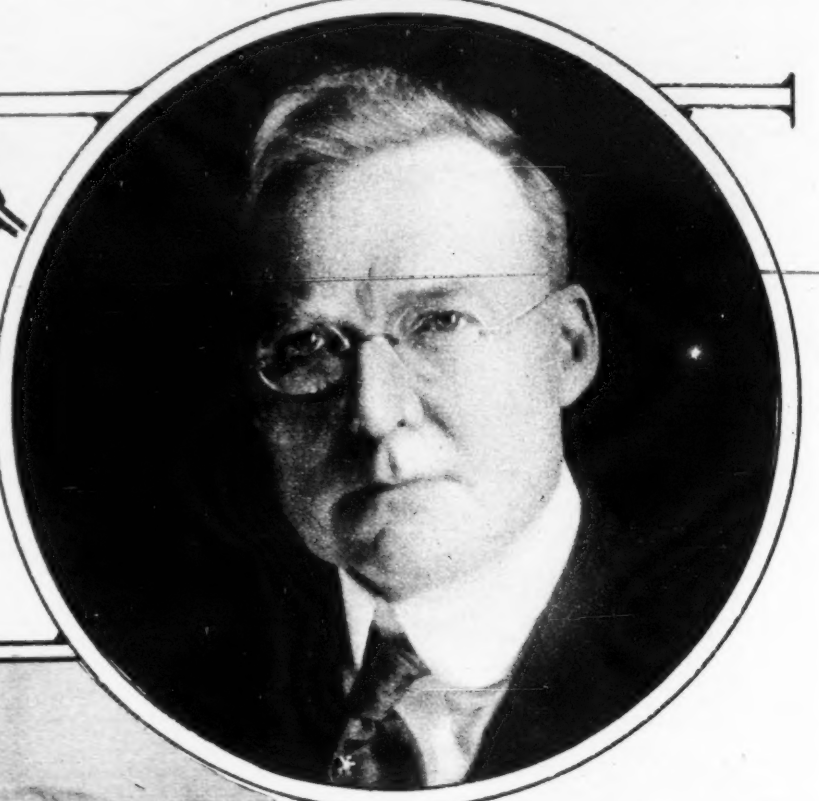


Some Judges Who Have Passed On Wartime Prohibition



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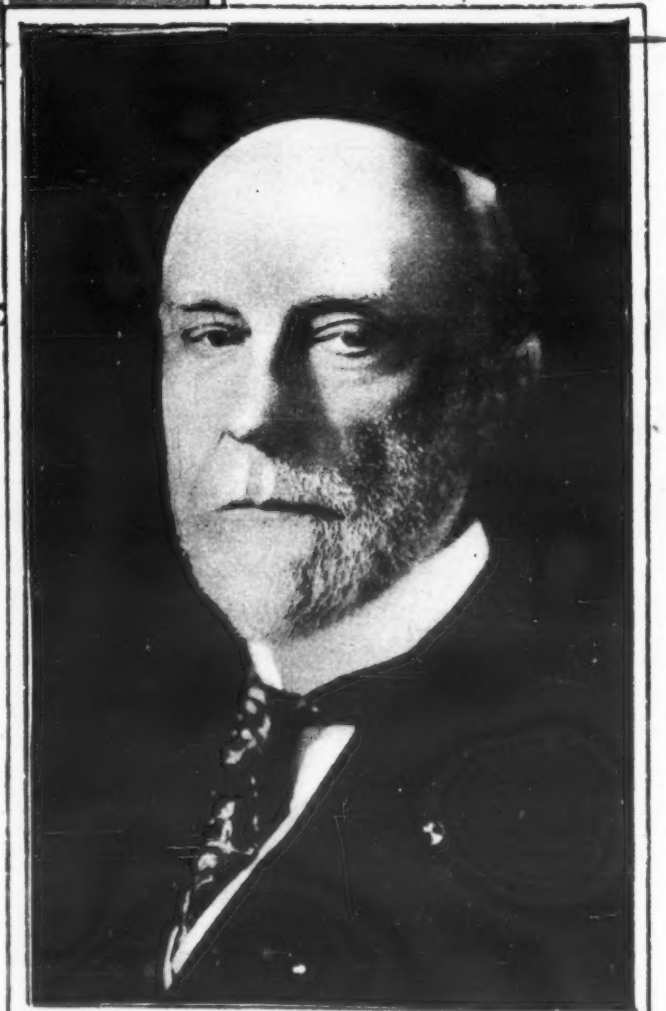
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Phases and Interpreters of "Dry" Laws



**SOLICITOR GENERAL
KING,**
who claims that a state of
war technically exists and val-
idates "dry" laws.
(© Western Newspaper Union.)

THE picture on the right shows a practical demonstration of prohibition that actually prohibits. Over 84,000 bottles of beer that had been smuggled over the Illinois border from Wisconsin were confiscated by the city authorities of Zion City, Illinois, a city which had been founded and has since been administered by the advocates of the sect founded by Dowie. The capture was made the occasion of a spectacular demonstration. A trough was built connecting with the city sewer and the bottles were opened and the contents poured into the trough. The empty bottles were sold afterward by the city for more than \$2,000. Less spectacular but deeply interesting is the transformation shown in accompanying pictures of once famous bars in New York City.

(© Underwood & Underwood.)



**W. L.
FRIERSON,**
Assistant Attorney General, active in upholding
and enforcing "dry" laws.
(© Western Newspaper Union.)

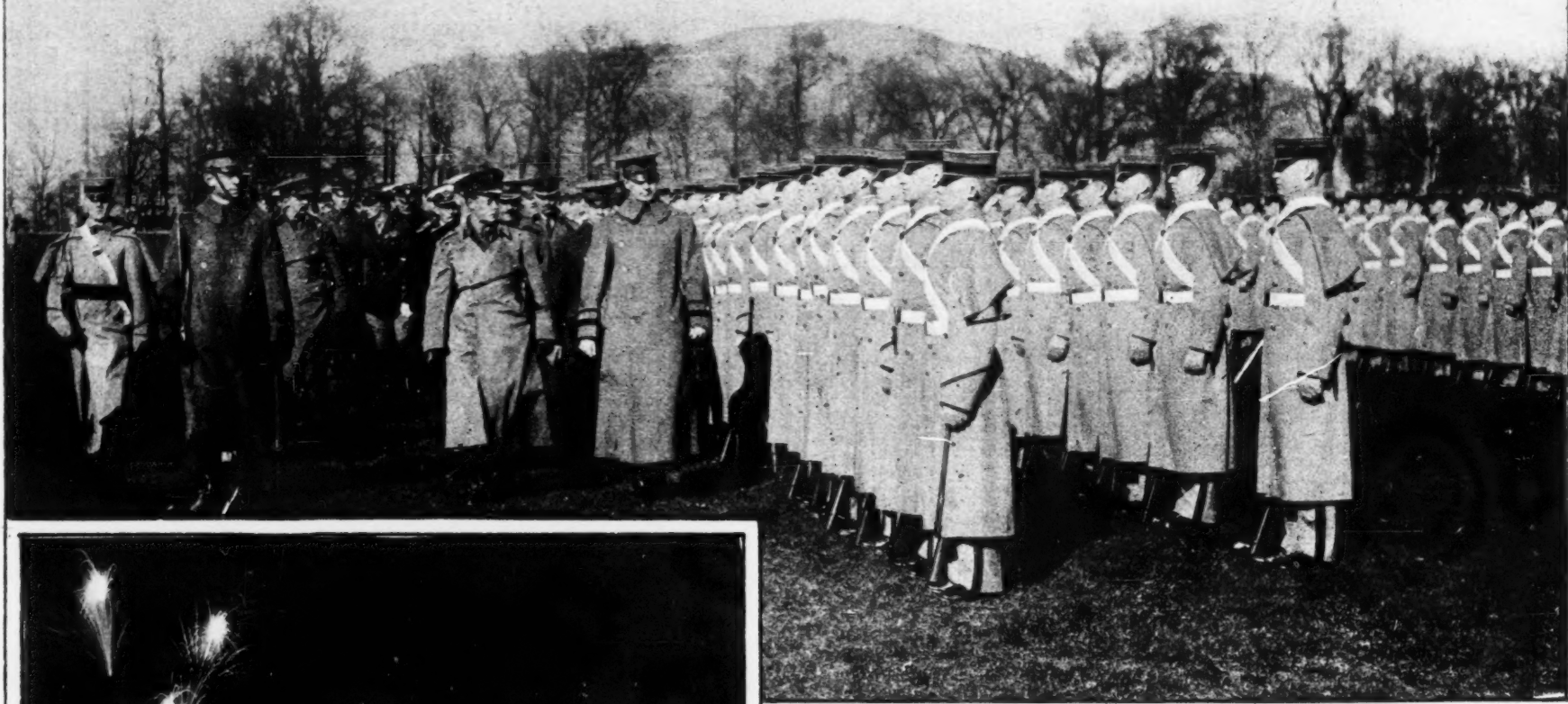


**BARROOM OF THE MAJESTIC HOTEL, NEW YORK, RE-
CENTLY TRANSFORMED INTO A BOOK-LOVERS' TAVERN.**
(© Underwood & Underwood.)

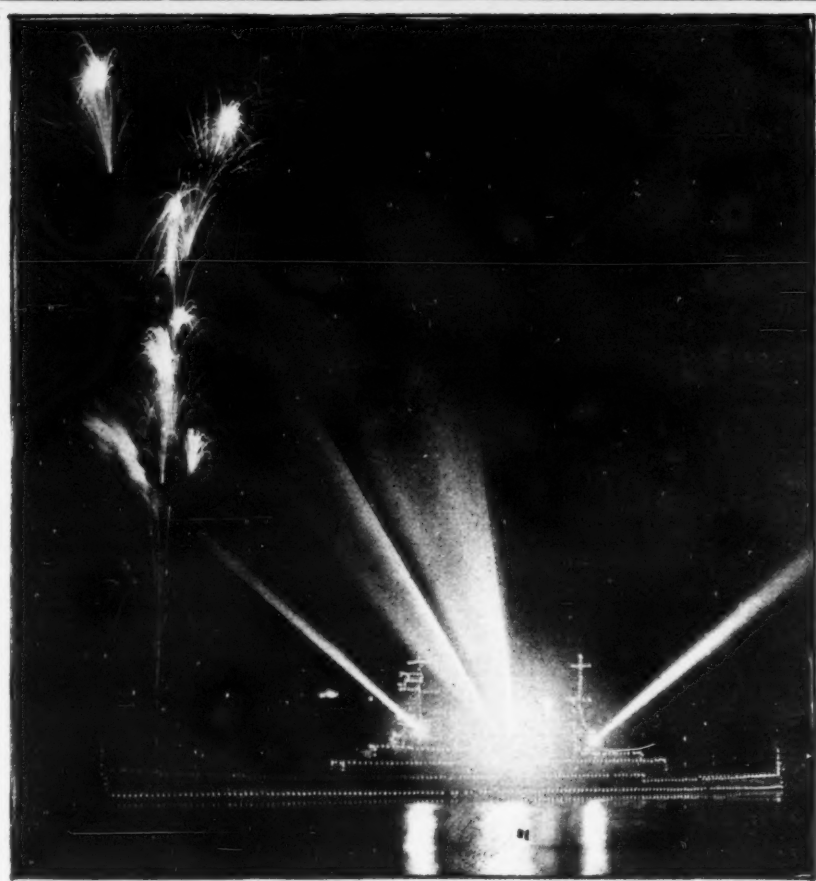


**FAMOUS BARROOM OF THE WALDORF-ASTORIA HOTEL,
NEW YORK, REMODELED AND NOW USED AS TEA ROOM
AND CANDY STORE.**
(© Underwood & Underwood.)

Prince of Wales Reviews Cadets and Leaves for Home

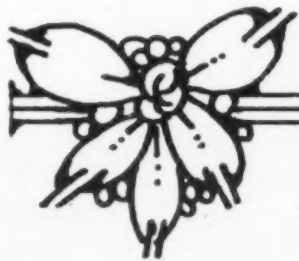


THE PRINCE, ACCOMPANIED BY BRIG. GEN. MacARTHUR OF THE "RAINBOW DIVISION," REVIEWING THE CADETS OF WEST POINT MILITARY ACADEMY ON THEIR GROUNDS, NOV. 20. (© Underwood & Underwood.)



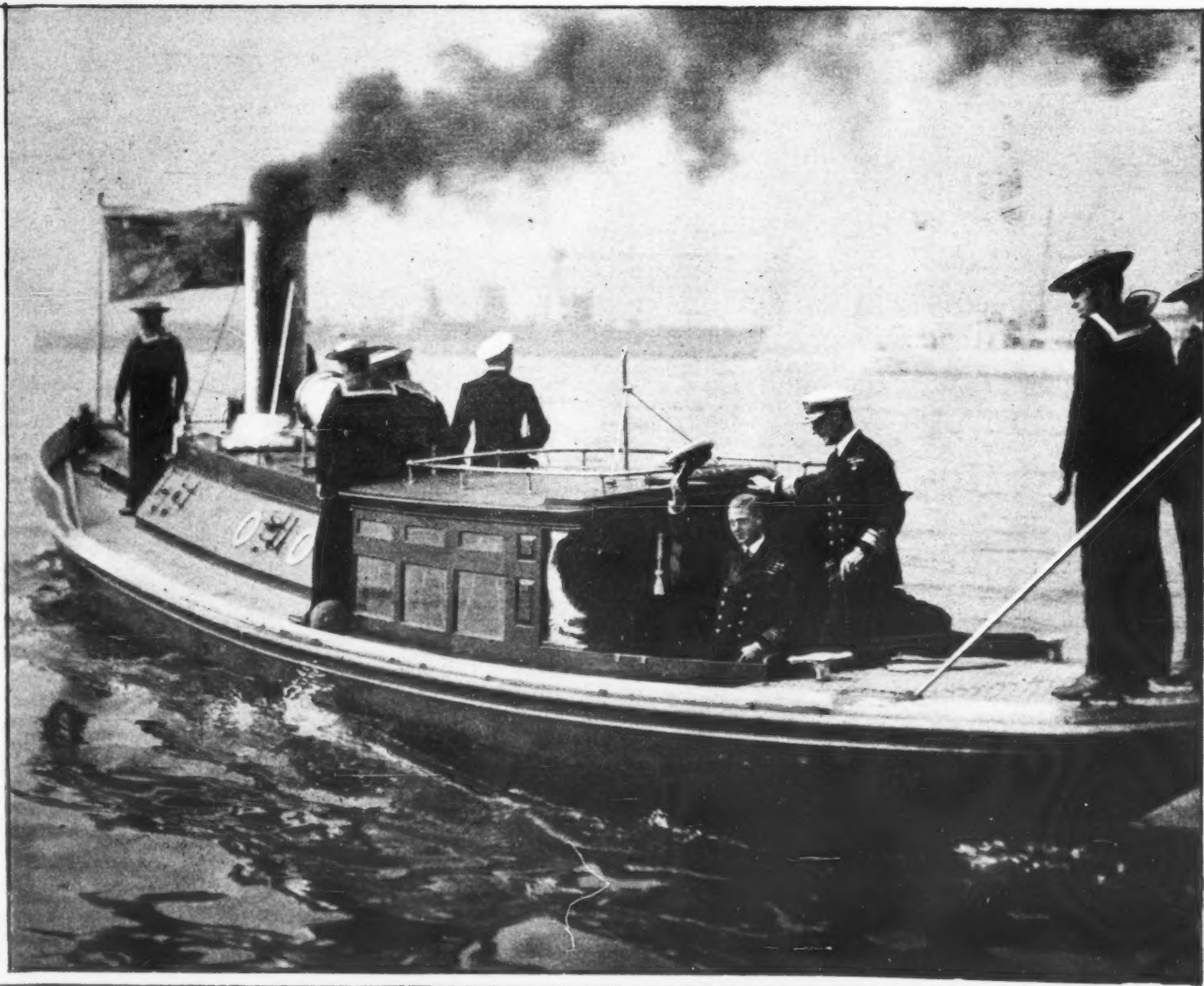
Illumination of the Prince's ship, the Renown, in the Hudson River, on the night of Nov. 20. The lights served to bring out every mast and turret of the massive ship, and the spectacle was one of wonderful beauty.

(© Paul Thompson.)



On Nov. 22 the Prince concluded his visit to the United States and sailed away on the battleship Renown for Halifax, from which place he will proceed to England. He is here seen leaving on a launch for the ship and waving farewell to America.

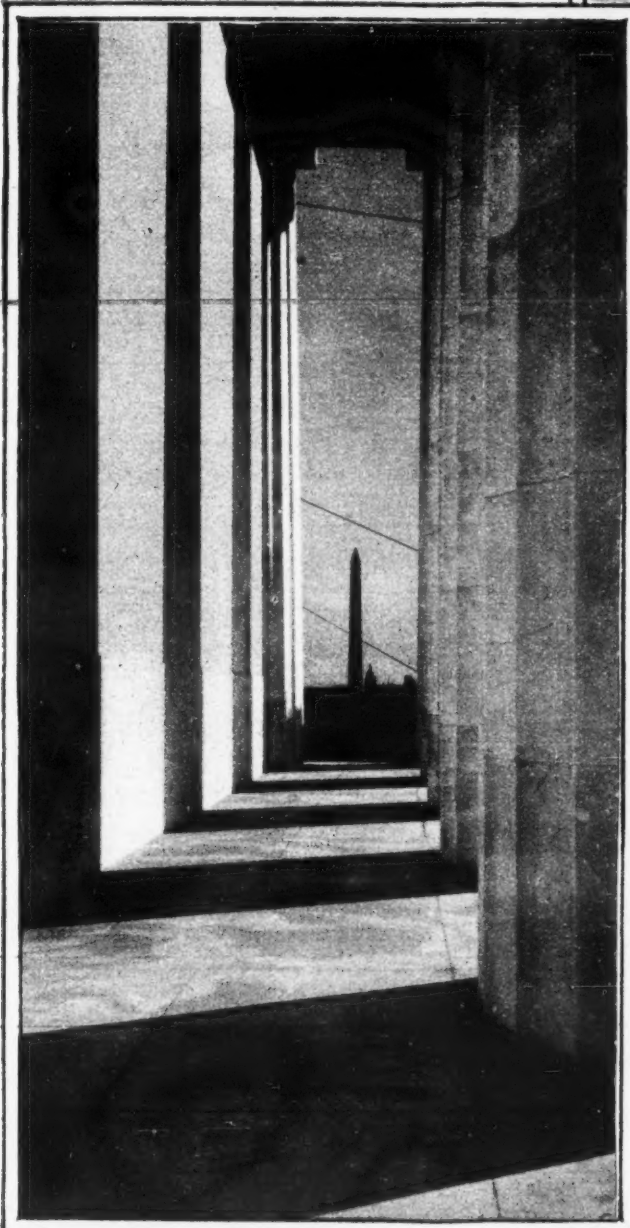
(© Paul Thompson.)



America's Permanent Tribute to Memory of Lincoln



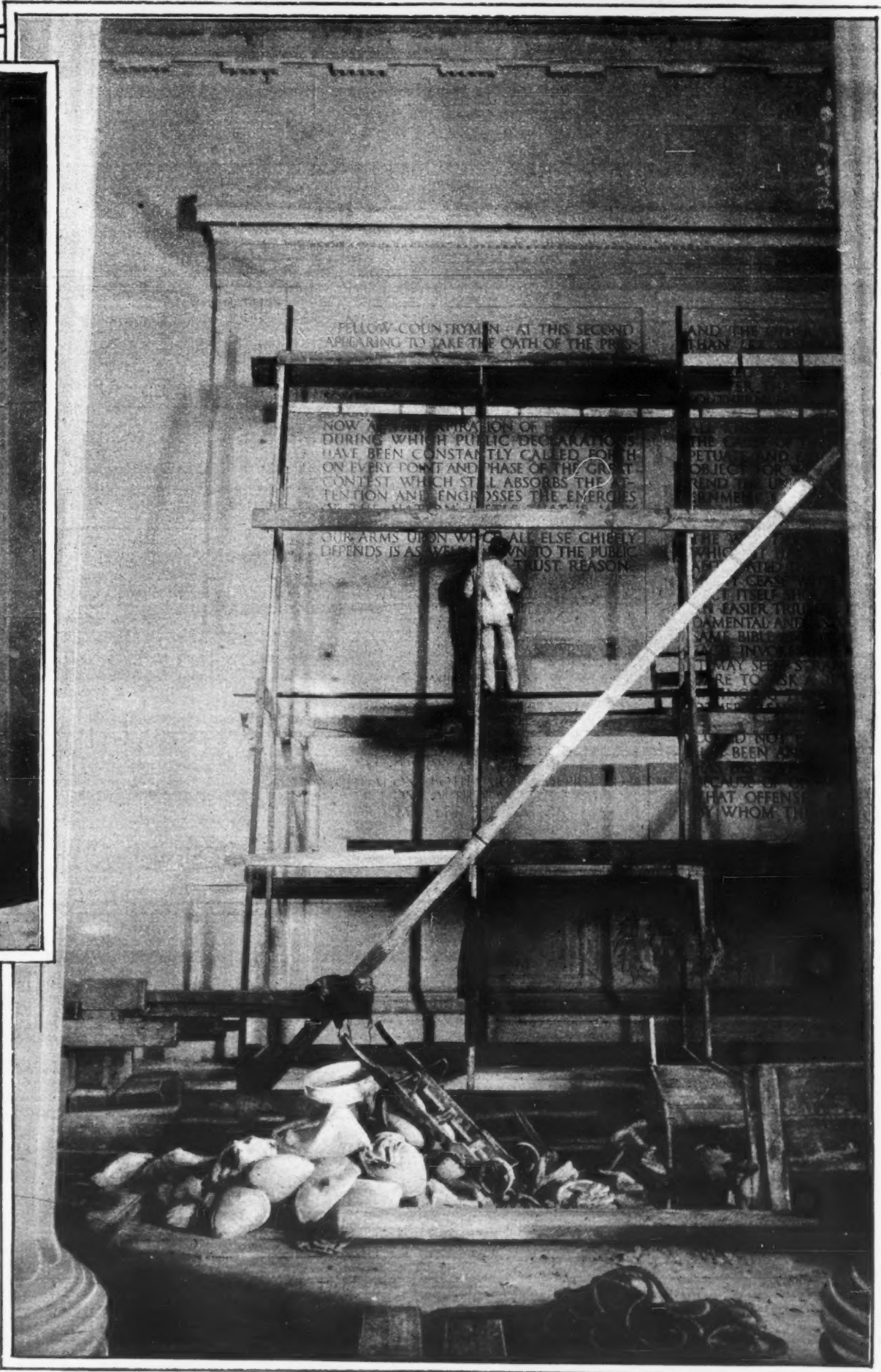
BEAUTIFUL LINCOLN MEMORIAL BUILDING NEARLY COMPLETED, OVERLOOKING THE POTOMAC AT WASHINGTON, D. C.



View through one of the porticos of the Lincoln Memorial in Washington. The shaft of the Washington Monument can be seen through the pillars. The memorial has cost over \$3,000,000.

Stone mason finishing work of carving extract from one of Lincoln's speeches on an exterior wall of the imposing Lincoln Memorial Building. The memorial can be readily seen from Arlington and any other hill near Washington. It is now rapidly approaching completion, and will soon be open to public view. The purity of design and harmony of proportion make the memorial one of the show places of the capital.

(Photos © International.)





OTTO GESSLER, Mayor of Nurnberg, Germany, who has just been chosen as Government Minister of Reconstruction.



JOHN G. MASARYK, son of the President of Czechoslovakia, who will be Charge d'Affaires in Washington. (© N. Y. H. Service.)



LORD LEVERHULM, Well-known ~~man~~ leader of Great Britain, who arrived in New York recently on the Mauretania. (© Keystone View Co.)



REAR ADMIRAL ENRICO MILLO, commander of the Dalmatian naval occupation forces, who has given his adhesion to D'Annunzio. (© Wide World Photos.)



FREDERICK ALFONSO PEZET, new Minister from Peru to the United States, who has taken up his duties at Washington. (© Western Newspaper Union.)

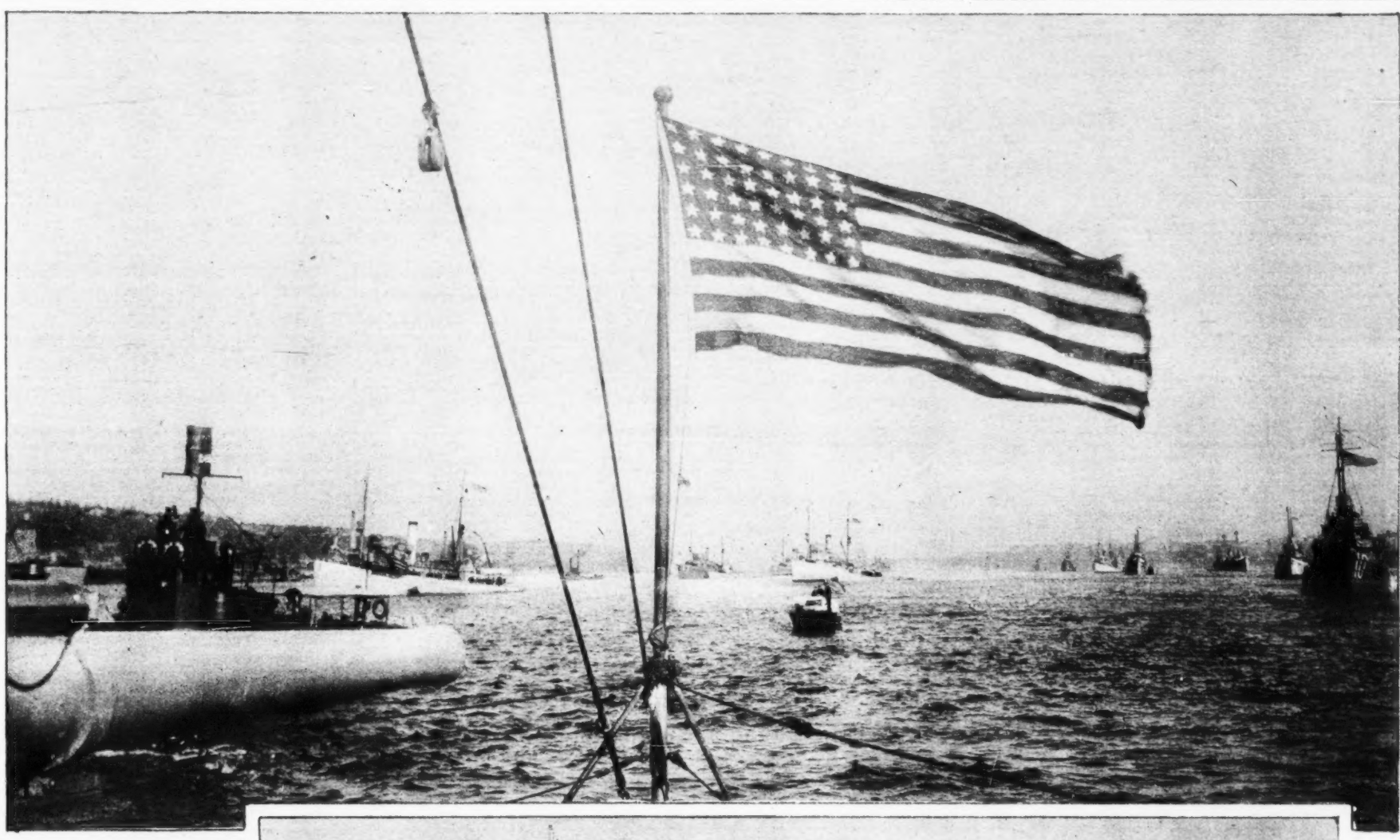


CARTER GLASS, Senator from Virginia, succeeding Thomas S. Martin, deceased, Senator Glass will leave his post as Secretary of the Treasury to take up his new duties.



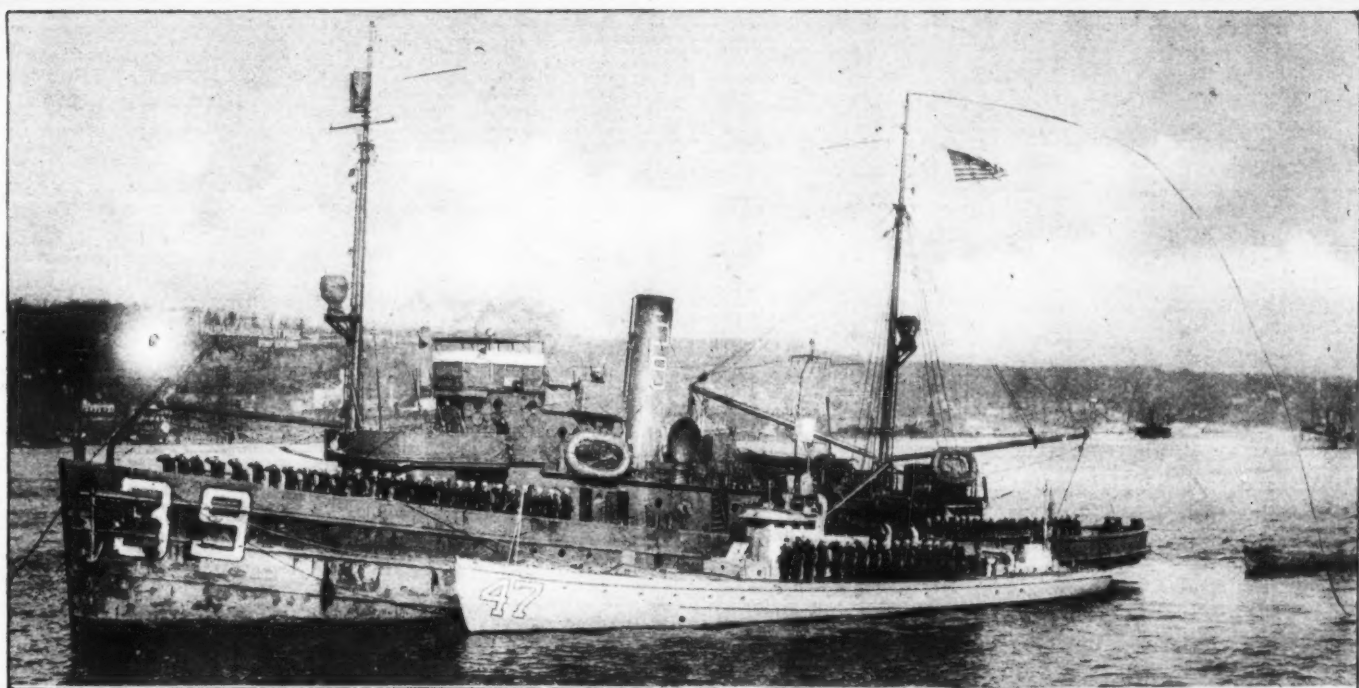
ALBERT B. FALL, Republican Senator from New Mexico, who was absent from the Senate when the vote was taken on ratifying the treaty. He has opposed ratification in its original forms.

Review of Gallant "Suicide Fleet" In Hudson River



A fleet of fifty-nine American ships, which had just returned from the perilous work abroad of sweeping the sea clear of mines, being reviewed by Secretary Daniels, Nov. 24, 1919.

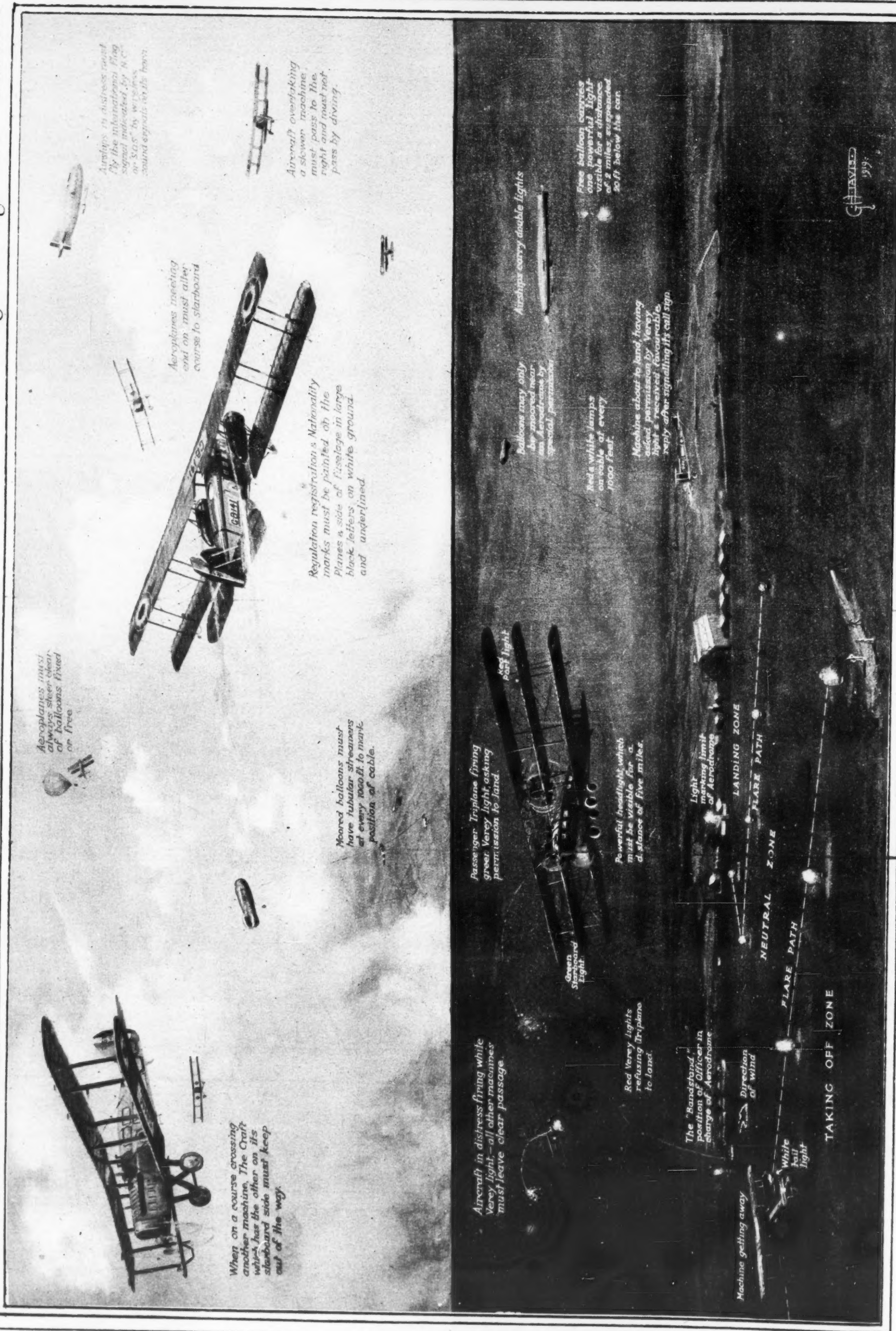
Ships of the mine-sweeping fleet ready for review. The fleet while abroad had swept an area of 250 square miles in the North Sea and taken up more than 50,000 mines, while storm and explosives had made their work so perilous that they were called the "suicide fleet."



SECRETARY OF THE NAVY DANIELS, WHO REVIEWED THE FLEET FROM THE DESTROYER MEREDITH, ADDRESSING THE MEN AND READING CITATIONS BESTOWED ON SOME OF THEM BY THE FRENCH AND AMERICAN GOVERNMENTS.

(By N. Y. H. Service.)

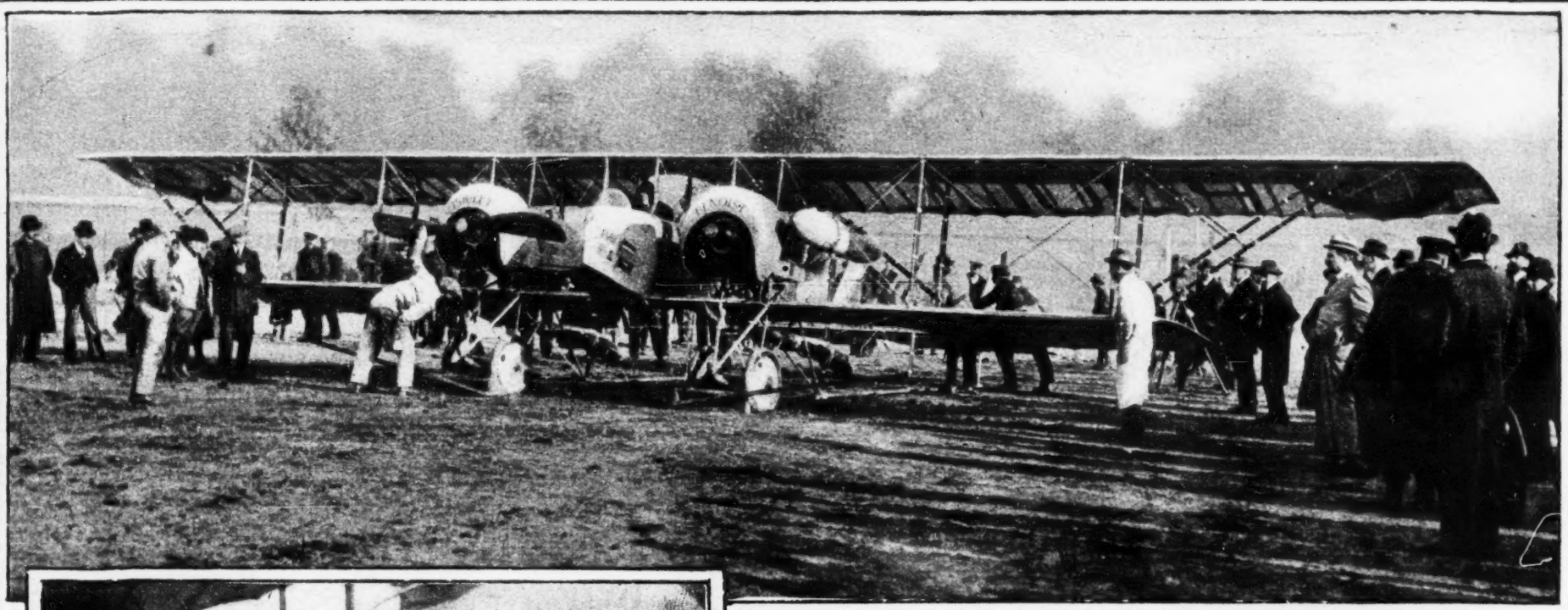
System of Rules Established by British Government, for Regulating Air Traffic



SIGNALS AND RULES FOR AVIATORS ARE STRIKINGLY SET FORTH IN THIS SELF-EXPLANATORY DIAGRAM.

(© Sphere.)

Attempts to Fly to Australia and Around the World



START FROM PARIS OF THE NEW TYPE PLANE IN WHICH POULET AND BENOIST, FRENCH AVIATORS, PLANNED TO FLY AROUND THE WORLD. (© Keystone View Co.)



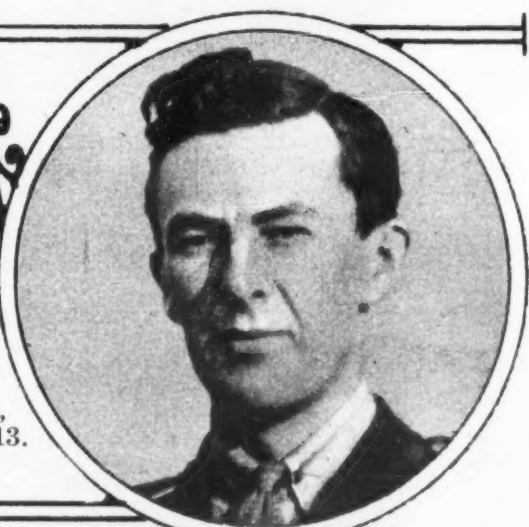
LEFT TO RIGHT ARE SHOWN THE FRENCH AVIATORS POULET AND BENOIST, WHO LEFT PARIS OCT. 12 FOR A TRIP AROUND THE WORLD. THE FIRST STOP WAS TO BE MELBOURNE, AUSTRALIA.



Alliance airplane with a 450-horse power Napier Dion engine, just before its flight from London in an attempt to fly to Australia for the Australian Government's prize of \$50,000. (© Keystone View Co.)



Lieut. R. M. Douglass, Australian Flying Corps, killed Nov. 13.



LIEUT. J. S. L. ROSS, KILLED WITH DOUGLASS BY FALL OF PLANE. (Photos © Keystone View Co.)



Sopwith machine, named the Wallaby, that can be flown either as an open or closed plane. It is shown here just as it is starting for Australia from London, in the effort to win the Australian Government's prize of \$50,000. The pilot, Captain A. E. Matthews, is waving farewell. The conditions of the flight are that the distance of 11,500 miles must be covered within thirty days. A tragic feature of the contest was the death of two of the participants, Douglass and Ross, on Nov. 13. Their plane fell near Surbiton, Surrey, and the wreckage took fire.

Britain's Tribute to Fallen Soldiers on Armistice Day



HUSHED THROGS OF MANY THOUSANDS GATHERED AROUND THE CENOTAPH IN LONDON INSCRIBED WITH GREAT BRITAIN'S TRIBUTE TO HER GLORIOUS DEAD, DURING THE TWO-MINUTE PAUSE IN ALL ACTIVITIES, ON ARMISTICE DAY, NOV. 11, 1919.

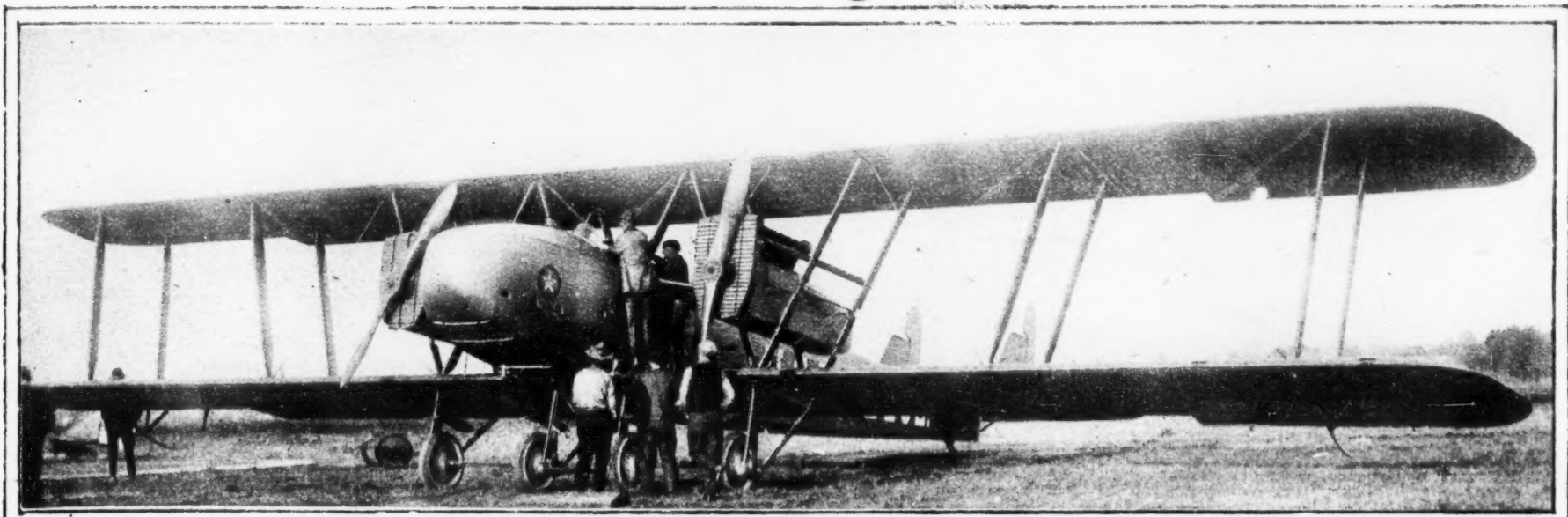
(C. Central News Photo Service.)



SCENE AT PICCADILLY CIRCUS, ONE OF THE MOST DENSELY THROGGED SPOTS IN THE WORLD, WHEN AT ELEVEN O'CLOCK ON ARMISTICE DAY ALL ACTIVITIES WERE SUSPENDED, AND FOR TWO MINUTES ALL THROUGH GREAT BRITAIN THE PEOPLE STOOD HUSHED IN HONOR OF THE DEAD.

(C. Underwood & Underwood.)

Flashlights



MARTIN BOMBER, LARGEST AIRPLANE IN U. S. MAIL SERVICE. HAS TWIN MOTORS AND CARRYING CAPACITY OF 1,000 POUNDS. A TRAPDOOR PERMITS SACKS OF MAIL TO BE DROPPED FROM THE AIR.

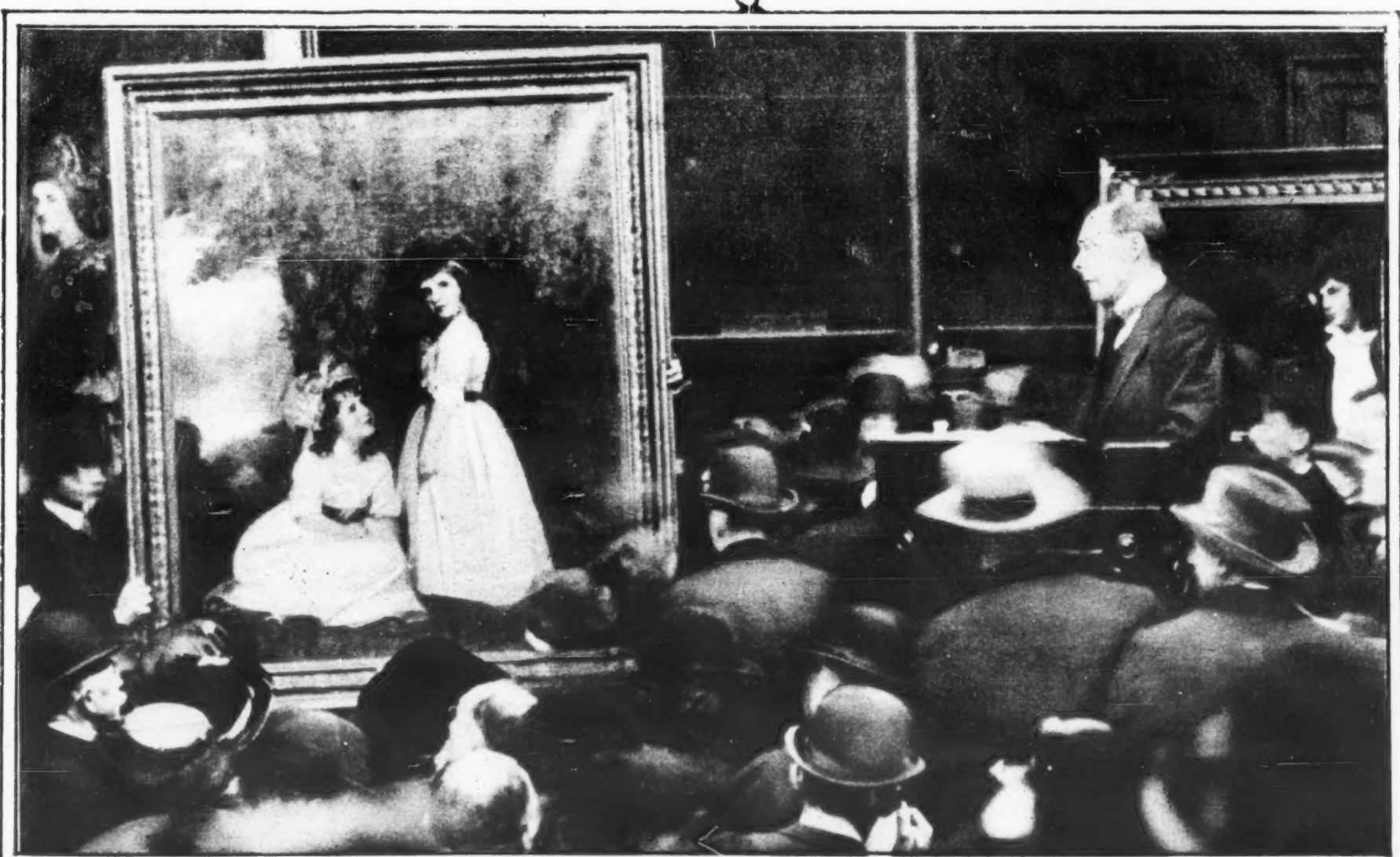


EX-SOLDIERS BEING EMPLOYED IN BERLIN TO PROTECT ELECTRIC WORKERS DURING A RECENT STRIKE.



AMERICAN PHOTOGRAPHER IN BERLIN ENLISTING SERVICES OF SMALL GERMAN TO DRAW HIS P. LONGINGS.

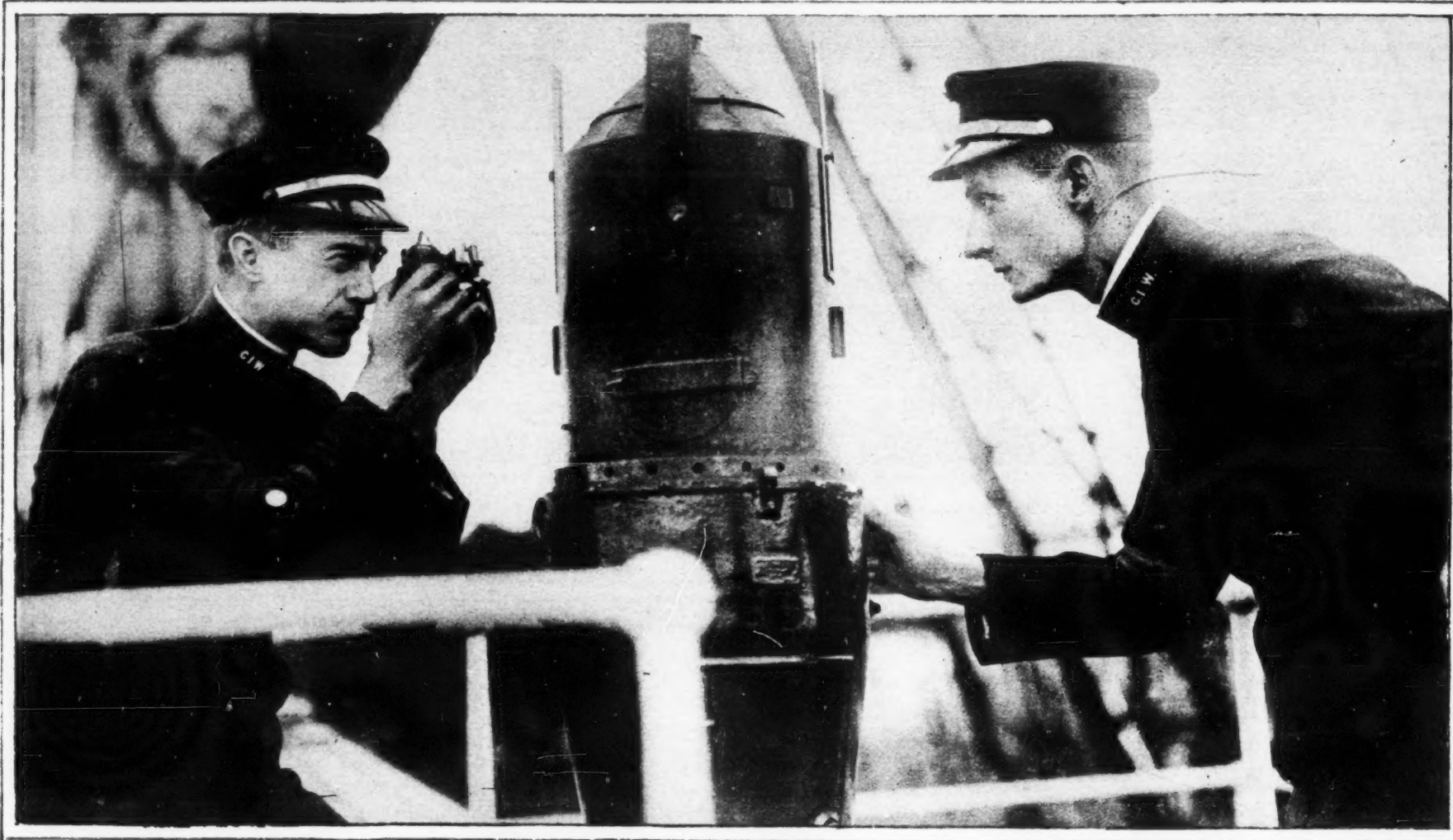
(© International.)



THE FAMOUS PORTRAIT SHOWN ABOVE OF THE BICKFORD CHILDREN BY ROMNEY BEING SOLD AT CHRISTIE'S IN LONDON FOR 52,000 GUINEAS. IT BELONGED TO THE COLLECTION OF THE LATE DUKE OF HAMILTON.

(N. Y. Herald Service.)

Unique Non-Magnetic Ship Engaged in Charting Oceans

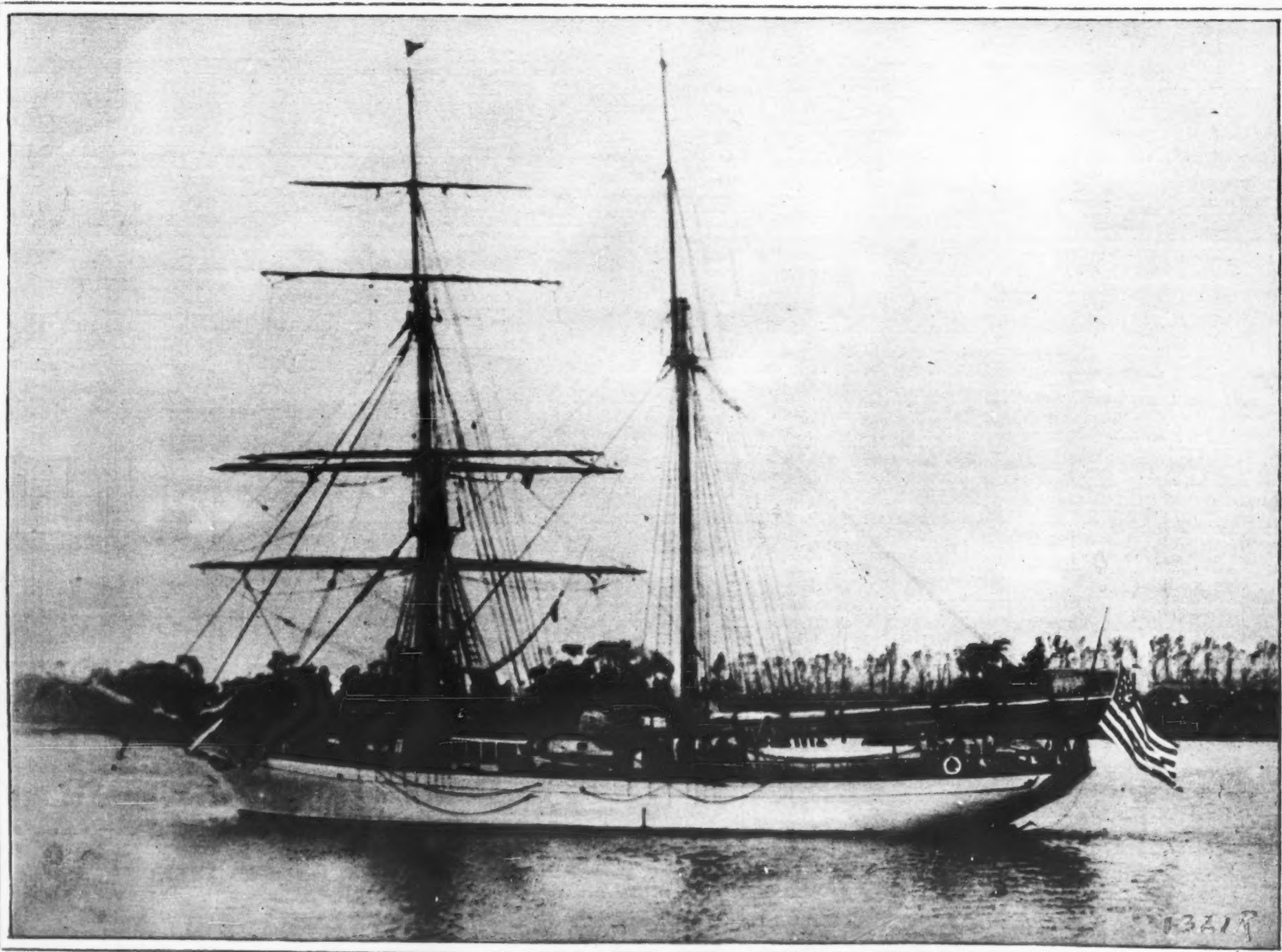


CAPTAIN J. C. AULT AND H. R. GRUMMAN TESTING COMPASS USED ON NON-MAGNETIC SHIP.

The non magnetic ship Carnegie is the only one of its kind in the world. She is now making her fifth trip into the far seas to chart out magnetic currents and collect correct data for ocean voyages. It is expected that more than 6,500 miles will be covered on the present voyage. She carries a group of scientists from the Carnegie Institute of Washington and a crew of seventeen men. The aim is to trace

the devious curves which the magnetic poles lay out for the compass needle to follow. There is absolutely no iron or steel on or in the ship. She is made of bronze, copper, and wood. Since she started on her first trip on Aug. 21, 1909, she has covered more than 250,000 miles, and the information gained has been invaluable.

(Photos © Underwood & Underwood.)



THE CARNEGIE JUST BEFORE STARTING ON HER VOYAGE. SHE HAS BRIGANTINE RIGGING AND SAILS FOR POWER, AND A SPECIALLY MADE AUXILIARY ENGINE TO HELP HER RIDE OUT STORMS. IS ABSOLUTELY NON-MAGNETIC IN CONSTRUCTION AND EQUIPMENT.